

LIFE

WOLVERINE

NOVEMBER 25, 1940 **10** CENTS
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GIFTS

*that inspire and delight
— and cost no more*



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Lifetime Ensemble, \$19.75
LADY CREST
Lifetime Ensemble, \$17.75



LADY SHEAFFER
Lifetime Ensemble, \$12.25
SOVEREIGN
Lifetime Ensemble, \$12.75
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Feathertouch Ensemble, \$8.50



ADMIRAL
Feathertouch Ensemble, \$9
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Lifetime Ensemble, \$14
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Lifetime Ensemble, \$15



\$20 with *Lifetime* pen



\$5 with pen



\$65 with two *Lifetime* pens; Green Brazilian Onyx—\$75
—Natural Bronze Cigarette Case—May be engraved



\$12.50 with *Lifetime* pen



\$10 with *Lifetime* pen

Probably no gift other than Sheaffer's *Lifetime** Feathertouch (1) helps people go places, (2) serves as long as they live, (3) charms them by being handsome forever, and (4) costs no more than many a quickly-worn-out remembrance. The gift that tells appropriately of your own high and lasting regard for someone is a Sheaffer's *Lifetime* Feathertouch. Give Sheaffer's—and you will be kind to your gift budget as well! W. A. SHEAFFER PEN CO., Fort Madison, Iowa; Toronto, Ontario, Canada.

*All *Lifetime* pens are unconditionally guaranteed for the life of the owner except against loss and willful damage—when serviced, if complete pen is returned, subject only to insurance, postage, handling charge—35c.

SHEAFFER PENS, ALL COLORS, \$2.75 TO \$20—PENCILS, \$1 UP
ENSEMBLES, \$3.95 UP

SHEAFFER'S

Copyright, 1940, W. A. Sheaffer Pen Co.
*Trade-mark Reg. U. S. Pat. Off.

LOWEST PRICED SIX CYL. SEDANS IN AMERICA

Big, roomy, smart, new 1941
**STUDEBAKER
 CHAMPION**



Illustrated: Champion Custom Club Sedan \$730 delivered at factory—contrasting-color belt \$5 extra

First in quality! First in style!
Lower upkeep! Higher trade-in value!
You save 10% to 25% on gas!

**ONLY LOWEST PRICE CAR
 WITH ALL THESE FEATURES**

Automatic choke for easier starting in cold weather—prevents stalling—gives more power on any grade of gasoline.

Shock-proofed variable ratio steering that makes parking easier and keeps your Champion on the same even keel on turns as in straight ahead driving.

Economomatic shift with overdrive eliminates practically all use of the clutch in shifting—gives you 3 to 5 miles per gallon free. Exclusive in the lowest price field with the Studebaker Champion. Optional at added cost.

Angle-set ventilating vanes that provide draft-free ventilation and keep out rain, snow and sleet.

Planar independent suspension that is self-stabilizing and gives you the most restful ride in any lowest price car.

Fresh-air Climatizer and windshield defroster provides a constant supply of fresh filtered warm air throughout the car in the coldest weather. This exclusive Studebaker feature is built in at the factory. Available at slight added cost.

Harmonizing two-tone interiors and exteriors give you utmost luxury and smartness at low extra cost.

Oversize luggage compartment that's spacious enough for the entire family's traveling equipment. Weather-stripped all around. Padded to protect your luggage.

AND BESIDES, YOU GET—Glove compartment lock... Front-seat ash tray... Automatic hood lock... Finest hydraulic shock absorbers... Non-slam door latches... Foot-regulated hydraulic brakes... Steering wheel gear shift... all standard, no extra cost equipment... Automatic hill holder available at slight added cost.

THINK of it—you can now treat yourself and family to a big, roomy, beautifully styled 1941 Studebaker Champion sedan—for a lower price than any other 6 cylinder sedan in America.

The success of the Studebaker Champion has been tremendous—and you get the benefit in these remarkable low prices.

Look at those sweeping, distinctive, slip-stream lines of this Studebaker Champion's advanced torpedo type body. It comes in your choice of nine attractive body colors and rich randa cloth or bedford cord upholstery.

You get twin tail lights, bumper guards and an array of extras that would cost you many dollars more in most other lowest price cars.

See your local Studebaker dealer now and drive this big, value-loaded, new 1941 Studebaker Champion. Become a proud Studebaker Champion owner—with your present car as part payment—on C.I.T. terms.



29.19 miles per gallon officially! That's the record a 1940 Studebaker Champion made, with an expert driver and low extra cost overdrive, in the Gilmore-Yosemite Sweepstakes. It defeated all the other largest-selling lowest price cars by 17% to 29%.

PRICES BEGIN AT

\$690

for a Champion Business Coupe
 Champion Club Sedan with trunk \$730
 Champion Cruising Sedan with trunk \$770

All prices in effect November 1 delivered at factory, South Bend, Ind., include Federal tax—subject to change without notice.

This One



JT6J-3L7-DCJH



Look out for a COLD...watch your THROAT gargle *Listerine Quick!*

A careless sneeze, or an explosive cough, can shoot troublesome germs in your direction at mile-a-minute speed. In case they invade the tissues of your throat, you may be in for throat irritation, a cold—or worse.

If you have been thus exposed, better gargle with Listerine Antiseptic at your earliest opportunity. Listerine kills millions of the germs on mouth and throat surfaces known as "secondary invaders"... often helps render them powerless to invade the tissue and aggravate infection. Used early and often, Listerine may head off a cold, or reduce the severity of one already started.

Amazing Germ Reductions in Tests

Tests have shown germ reductions ranging to 96.7% on mouth and throat surfaces fifteen minutes after a Listerine gargle. Even one hour after, reductions up to 80% in the number of surface germs associated with colds and sore throat were noted.

You can realize now why so many tens of thousands of people gargle with Listerine Antiseptic at the first hint of a cold or simple sore throat... and why Listerine in the last nine years has built up such an impressive test record against colds.

Fewer and Milder Colds in Tests

Tests conducted during nine years of careful research showed that those who gargled with Listerine Antiseptic twice a day had fewer colds, milder colds, and colds of shorter duration than those who did not gargle. And fewer sore throats, also.

So remember, if you have been exposed to others suffering from colds, if you feel a cold coming on, gargle Listerine—quick!

LAMBERT PHARMACAL CO., St. Louis, Mo.

Bargain Offer!
TO INTRODUCE
LISTERINE THROAT LIGHT
DUPONT LUCITE ILLUMINATOR
75¢ SIZE LISTERINE
75¢ LISTERINE THROAT LIGHT
\$1.50 VALUE
BOTH FOR 98¢

AT ALL DRUG COUNTERS NOW

LETTERS TO THE EDITORS

Election Issue

Sirs:

Your Nov. 4 issue is worth the whole year's subscription price.

You give both sides of the political issue as it should be. What a privilege to enjoy such democracy.

Let us thank God for such blessings and work to keep it as our forefathers established it.

W. G. RUCKENBROD, D.D.S.
Salt Lake City, Utah

Sirs:

Three cheers and a hearty huzza of appreciation to LIFE's Nov. 4 issue, are extended by the newscasting staffs of Virginia's Tri-City Stations, WLVA Lynchburg, WBTM Danville, and WSLR Roanoke.

The excellent election score chart prepared by Oswald B. Lord, proved of welcome practical value to our newscasters election night in coordinating their work during a nightlong broadcast that marked the beginning of our stations' affiliation with the Mutual Broadcasting System.

CARL B. OGILVIE
Lynchburg, Va.

Sirs:

Now that we are all over being Republicans and Democrats, we may return to being the people again and every inch Americans. We fight hard expressing our freedom but we will fight harder to keep it.

HARRIS M. PLAISTED
Associated Willkie Clubs of America,
Portland, Me.

Sirs:

As LIFE is the most potent editorial force in the country, maybe you can give us some compelling reasons why we should follow a person in whom we have not the least bit of faith. Maybe this is unpatriotic but that is what I believe.

MONTGOMERY SHEPARD
Philadelphia, Pa.

● Reader Shepard should accept the will of the majority as gracefully as did Mr. Wilkie. Said he on Armistice night: "We have elected Franklin Roosevelt President. He is your President. He is my President. We all of us owe him the respect due to his high office. We give him that respect. We will support him with our best efforts for our country."—ED.



PAT OGDEN, REDUCING

Reducing Pat Ogden

Sirs:

Poor pensive Pat Ogden, standing there submissively while steel rollers roll up and down her gorgeous body. Why in God's name does she want to get thinner? For my money, she is just the right shape now. Please, please, LIFE, don't let her lose her figure, and she certainly will do it if she loses weight. I don't like all these skinny, raw-boned, gawky females. Don't you, LIFE, try to make them fashionable.

FRANK RODGERS
Philadelphia, Pa.

(continued on p. 4)

When you give him a tie...

For goodness sake give him this new kind!

SEE THAT LITTLE SNAP?
It means ESCORTS are easily renewable... unfold for perfect cleaning and pressing... can be kept fresh, new-looking for ages! Knot better, drape better, too!

\$1

The gift of an ESCORT marks the giver as a discriminating student of quality and fashion in men's apparel. Not only does ESCORT offer this entirely new, eminently practical construction feature but in ESCORT you will find color plans... original patterns and exclusive fabrics in wools and silks that aren't found in any other men's neckwear. At better men's stores.

Escort
CRAVATS

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Which Do You Want to Examine FREE?

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2. THE HOUSE OF THE SEVEN GABLES—Hawthorne. The movie is thrilling the nation. Now read complete story. Was \$2.00
3. THE STORY OF MANKIND—Hendrik W. van Loon. COMPLETE text of 25 million, PLUS chapter up to present War. Was \$5.00
4. WHILE THE PATIENT SLEPT—Mignon O. Eberhart. Detective Lance O'Leary unravels strangest case in amazing career. Was \$2.00
5. THINK FAST, MR. MOTO—J. P. Marquand. Famous Japanese detective tackles his most exciting case. Was \$2.25
6. WUTHERING HEIGHTS—Bronte. Academy Award Motion Picture. "Strangest love story ever told." Was \$2.00
7. THE FOUR MILLION—O. Henry. Most famous short stories ever published in America. Heart-tugging tales of big city; plots that leave you breathless! Was \$2.00
8. MICROBE HUNTERS—De Kruff. Twelve biographies. One was basis for movie. Dr. Ehrlich's Magic Bullet. Was \$3.50
9. GREAT SHORT STORIES OF DE MAUPASSANT. Love, passion, adventure. 35 masterpieces by this genius. Now Only 25¢
10. ROMAN KAT MYSTERY—Ellery Queen. Murder in a parked theater, blackmail and a missing silk top hat are the ingredients for an amazing and brilliant manhunt. Was \$2.75
11. ANNE OF WINDY POPLARS—Montgomery. Charming Anne adds new friends to those who loved her at Green Gables. In this delightful story on which the motion picture, starring Anne Shirley, is based. Was \$2.00
12. WAKE UP AND LIVE!—Brande. A suspense-formula that really works. Was \$1.75
13. THE 50 STEPS—Buchan. Chili-packed spy mystery. Full story of sensational successful Alfred Hitchcock movie. Was \$2.00
14. TOPPER—Thorne Smith. Forget your troubles with this famous riot of drinks, spoofs, "suffrage" Was \$2.00
15. THE MURDER OF ROGER ACKROYD. Agatha Christie at her most madly mysterious! Was \$2.00
16. AFTER SUCH PLEASURES—Dorothy Parker. Brilliant tales—witty, tender, acid—by the master satirist. Was \$2.25
17. ELIZABETH AND ESSEX—Lytton Strachey. Original story of royal intrigue behind ill-fated lovers played by Bette Davis, Paul Flynn. Was \$3.75
18. THE HOUSE WITHOUT A KEY—Biggers. Most perplexing Charlie Chan case. "Reizes reader with grip that never relaxes."—Cincinnati Times-Star. Was \$2.00

19. THE SCANDAL OF FATHER BROWN—G. K. Chesterton. The priest with an unshakably winning way with criminals. Was \$2.00
20. "NATIONAL VELVET"—Reginald. She was a nurse for a shilling—but rode it to win the Grand National! Was \$2.50
21. THE CONSTANT NYMPH—Margaret Kennedy's tender novel about a frank couple among over-respectable people. Was \$2.00
22. ABRAHAM LINCOLN—Lord Charnwood. An Englishman captures essence of America in the masterly 500 pages. Was \$3.00
23. THE CORPSE WITH THE FLOATING FOOT—Welling. Mystery-master contributes this Grade A harper! Was \$2.00
24. HEIDI—Seydl. Complete, world-famous story from which Shirley Temple's beautiful picture was made. Was \$2.00
25. THE CASE OF THE VELVET CLAWS—Eric Stanley Gardner. Blackmail and murder threaten a much-too-beautiful woman. Perry Mason, criminal lawyer, is as busy keeping clear of the law himself as he is in saving client. Swift, dramatic, convincing. Was \$2.00
26. MURDER IN THE CALAIS COACH—Agatha Christie. Aboard the snorhound Orient Express, Hercule Poirot tackles the supreme case of his sensational career. Was \$2.00
27. FIVE GREAT TRAGEDIES—Shakespeare. King Lear, Romeo and Juliet, Macbeth, Julius Caesar, Hamlet. Complete, unexpurgated. Now only 25¢
28. THE WAY OF ALL FLESH—Samuel Butler. Great novel attacking prudery, snuggery, hypocrisy. Was \$2.00
29. THE GREEN BAY TREE—Louis Bromfield. His great novel about women, and the men that influence their lives. Was \$2.00
30. SWISS FAMILY ROBINSON—Wyss. A family of castaways on desert island (from which movie was made). Was \$2.00
31. MYSTERY OF THE DEAD POLICE—MacDonald. Murderer killing off the police of London. Scotland Yard baffled. Army threatened to take over. How an astonishing trap cracked the case! Was \$2.00
32. UP FROM SLAVERY—Booker T. Washington. Inspiring autobiography of slave-born negro, leader of his people. Was \$2.00
33. HOW TO WIN FRIENDS AND INFLUENCE PEOPLE—Dale Carnegie. 1,250,000 people have bought this modern masterpiece to learn the art of getting along with others, making more money, finding greater happiness. Was \$1.95
34. MOTHER—Kathleen Norris. A million-and-a-half copies were sold of this novel of a lovable family. Was \$2.00
35. OUR TOWN—Thornton Wilder. Pulitzer Prize Winner from which movie was made. Probes inner truths of life with humor, tragedy, beauty. Was \$2.00
36. A CHRISTMAS CAROL—Charles Dickens. "The greatest little book in the world," with heart-warming new illustrations. Why not send this book to closest friends. Instead of Xmas cards? Comes in decorative gift-box ready for mailing. Now Only 25¢
37. TREASURE ISLAND—Stevenson. Buccaneers, treasure-world's greatest pirate-adventure-story. Was \$2.00

38. RED HOUSE MYSTERY—A. A. Milne. "One of the three best mystery stories of all time."—Alexander Woolcott. Was \$2.00
39. THE GOOD EARTH—Pearl S. Buck. Great Pulitzer Award novel of China. A modern classic. Was \$2.50
40. PocketBOOK OF VERSE. Poems loved by millions—not only ones you "should" know, but ones you want to know. 67 authors. 249 poems. Now Only 25¢
41. THE RETURN OF THE NATIVE—Hardy. Contains qualities that make his novels famous: passion, keenly-drawn characters, tragic drama. Was \$2.00
42. THE UNPLEASANTNESS AT THE BELLONA CLUB—Dorothy L. Sayers. Hair-raising thriller for fans of that irresistible detective, Lord Peter Wimsey. Was \$2.00
43. OH, YOU TEX!—Reins. Tense with gunplay and romance, for everyone who craves the wild, free life of the old West! Was \$1.75
44. CAPTAIN BLOOD—Sabatini. Sea-fighter, freebooter, buccannier par excellence, his battles to mastery of the Spanish Main will thrill you with breathless excitement! Was \$2.00
45. ENOUGH ROPE—Dorothy Parker. "Men seldom make passes at girls who wear glasses"—dresses more verses by brilliant wit. Was \$2.00
46. THE AUTOBIOGRAPHY OF BENJAMIN FRANKLIN—Edith by Carl Van Doren. Poor Richard's Almanac and other papers. Frank story of our most versatile citizen. Was \$2.50
47. BAMBI—Salten. A deer and his friends. Said Galsworthy: "I hardly know of any story of animals that can stand beside this." Was \$2.50
48. THE BEST OF DAMON RUNYON. 15 stories of Broadway guys and dolls; the reputations of some are a bit alarming. Was \$2.25
49. THE CHINESE ORANGE MYSTERY—Ellery Queen. Violent death of a nameless nobody. Everything was turned backward! Was \$2.00
50. PUZZLE FOR FOOLS—Patrick Quentin. Two murders in a sanitarium for slightly mad patients lead to "a reverse English solution that leaves you limp!" Was \$2.00
51. AUTOBIOGRAPHY OF BENvenuto CELLINI. Lover, swordsman, artist. His mistresses were favorites of royal courts—his patrons were Popes. 547 pages. Unexpurgated. Was \$3.50
52. THE FRENCH POWDER MYSTERY—Ellery Queen. Crumpled corpse of beautiful woman topples in store-window demonstration. Puzzling thriller by "successor to Sherlock Holmes." Was \$2.00
53. THE MAN NOBODY KNOWS—Bruce Barton. Brilliant, revealing biography of Jesus. Was \$2.50
54. PRIDE AND PREJUDICE—Austen. (Original of great story (now smash-hit movie) of stubborn natures; how love finally conquered them. Was \$2.00
55. JEEVES—Wodehouse. World's funniest stories; by world's funniest author, about world's most imperturbable butler. Was \$2.00

56. THE GREAT TALES AND POEMS OF EDGAR ALLAN POE. Stories of horror, poems of haunting beauty. All of Poe's finest works in one handy volume. Now Only 25¢
57. THE MYSTERY OF THE BLUE TRAIN—Agatha Christie. Streamlined, through-express thriller, amazing climax. Was \$2.00
58. THE LIGHT THAT FAILED—Kipling. Modern classic and a great movie. Was \$2.50
59. RIDDLE OF THE SANDS—Childers. By what uncanny prophecy could this novel of adventure unfold events leading up to Germany's invasion of England? Was \$2.00
60. BRING 'EM BACK ALIVE—Frank Buck. (with Edward Anthony). With trap, rope, or bare hands, he gets wild animals! Was \$3.50
61. SCARLET BISTER MARY—Julia Peterkin's Pulitzer Prize novel of Negress who, though "scarlet," kept her wisdom and loving heart. Was \$2.50
62. BOB, SON OF BATTLE—Dilliant. Probably greatest dog story ever written; one you will love as long as you live. Was \$2.00
63. A TALE OF TWO CITIES—Dickens. Magnificent picture of old London, Paris; one of most thrilling tales in all fiction. Was \$2.00

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Send no money with coupon below—unless you wish to. Simply encircle the number of each PocketBOOK you wish to examine FREE! Your selection will be sent at once. Keep books five days. Then, if you wish, return any or all—pay only 25¢ each, plus postage, for those you keep. You take no risk. Mail coupon NOW to PocketBOOKS, Inc., (Dept. L11), 139 West 54 St., New York, N. Y.

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Send for 5 days' FREE EXAMINATION the PocketBOOKS whose numbers I encircle below. I will return to you any I do not wish, and for each one I do keep, I will send only 25¢, plus a single postage and handling charge of 10¢ which covers my entire order regardless of the number of books ordered.

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Taking Laxatives?



Try Mild LEMON & SODA



Many people who continually or occasionally took strong laxatives have switched to lemon and soda. They find it gentle, yet amply effective.

Upon arising or before retiring, squeeze the juice of one Sunkist Lemon into a tall glass half full of water. Into another glass, put one-half teaspoon of baking soda (bicarbonate). Pour back and forth, and drink as foaming quiets.

Or you may prefer, as some do, to take just the lemon juice in a full glass of water.

Beside aiding elimination, lemons are the only known source of vitamin P (citric), an excellent source of vitamin C, and help promote normal alkalinity.

Try it for ten days. See if you do not benefit when you make this your "regular" rule.

Copyright, 1940, California Fruit Growers Exchange



CALIFORNIA

Sunkist Lemons

Hear "Hedda Hopper's Hollywood" — Many CBS Stations — 6:15 PM, EST — Mon., Wed., Fri.

LETTERS TO THE EDITORS

(continued)

Friday at Home

Sirs:

*I wonder if you realize
The incidence of angry cries
That every Friday fill our home—
A weekly sign that LIFE has come.
Each member of the family
Contents "Me first," "No, me," "No,
me!"*

*Authenticated surveys show
Exactly where LIFE copies go,
But once they pass within the door
There starts an internecine war.
A hearthside wrangle at its worst
Concerning who's to read LIFE first,
Protesting voices, angry leers,
Intimidation, threats and tears;
A tragic scene of household gloom—
A sister crying in her room—
A mother mad—an uncle gruff—
A son and father in a huff—
A joy turned into discontent.
You've turned our home from peace to
strife*

And so I say: to hell with LIFE.

JOHN PHIPPS

New York, N. Y.

● You can avert potential crimes
By specifying reading times
For every member of the clan
Wife, sister, uncle, boy and man.
—ED.

Invasion

Sirs:

In the Sept. 30 issue on page 103, in Pictures to the Editors, Mr. A. O. Vogel of Milwaukee, Wis. sent a photo of a life-sized dummy in uniform 'chuting down into a public square of our capital. Mr. Vogel writes that the parachute has the one word INVASION written across it as a warning of possible fifth column activities. I am very sorry to tell you that no such warnings are used here and that the parachute was placed in front of the Continental Theater as propaganda for the movie *Mad Men of Europe*, starring Edmund Gwenn, which was given the name of *Invasion* here.

SYLVIA AZÓCAR S.

Santiago, Chile

Headstanding Week

Sirs:

The Nov. 4 issue of LIFE carries Hub Crehan's Headstanding Week in Eldorado, Calif. under the heading of fads. I wish to state that if I ever met a girl like Miss Kay Lente, I would probably be walking on air if not standing on my head without any suggestions from Mr. Crehan.

BENJAMIN J. EBACH

Ruth, Mich.

Sirs:

After seeing the pictures of residents of Eldorado, Calif., I am still convinced that California deserved the name of Coo Coo Land.

LADDIE F. CERVENKA

Springfield, Ohio

Sirs:

I believe you have maligned a government agency that has always had its feet on the ground. The caption on one of the upside-down photos reads: "Members of U.S. Forestry Division & Friend." Is not the photo one of employees of a local or State fire-fighting organization rather than one of U. S. Forest Service officers?

Please clear this up as I'm quite sure that you have represented our dignified, hard-working Forest Service as a frivolous, upside-down organization.

ROY L. BRADLEY

Seattle, Wash.

● Apologies to the upright U. S. Forest Service. It is the California fire-fighters who are upside down. —ED.

(continued on page 6)

End-Lock TIES BY GRAYCO



Velvetized Satin

Best-dressers all like satin ties for fall! Grayco's Velvetized Satin is new, rich, silky, thick, and handsome as a pheasant's breast... the greatest tie-value at a dollar you'll find this year. At all leading men's stores... be sure to say Grayco End-Lock!



GRAYCO

LOS ANGELES • CALIFORNIA



THE "DOUBLE-DUTY" DIET THAT WORKS WONDERS!

GORGEOUS HOUSE PLANTS AND LOVELY GARDEN FLOWERS ARE ASSURED WHEN FED ON

FULTON'S PLANTABBS

(1) A COMPLETELY BALANCED PLANT FOOD AND
(2) VITAMIN B₁, IN EFFECTIVE AMOUNT, FOR ROOT STIMULATION

Not all tablets are PLANTABBS—look for the name FULTON on every tablet.

READ—AMAZING SUCCESS STORIES

"This season my Amaryllis have bloomed so profusely and in such an odd manner, I thought you should know. One plant is bearing five large flowers on a straight, thick stalk—while in another pot, five individual little are blooming at one time. I can credit these beautiful and unusual blooms to nothing except my constant use of your PLANTABBS."—Mrs. C. Dayton Keesersperger, Oak Lane, Phila., Pa.

"Perhaps you would like to know what results I have had with PLANTABBS. I had a calla lily bloom in 14 months from seed. All my plants had from 15 to 30 large blooms. The cyclamen bloomed in 11 months from seed. Please send me another box of 200."—Mrs. I. F. Straus, Green Lake, Wis.

"May I tell you how thoroughly happy and well-satisfied I have been with PLANTABBS? They have been most effective, particularly in my growing of poinsettias. Each year I make cuttings of poinsettia plants after they have had a long rest period in a dark place. Last year, for the first time, I tried PLANTABBS, using them liberally. This past winter I had the best poinsettia blooms I have ever had."—Mr. C. R. Kimball, Curtis Pub. Co., Phila., Pa.

"I have used PLANTABBS with amazing results. Purchased my first package of 200 in Atlanta. I have used them on geraniums, begonias and other potted plants, rose bushes and other shrubbery with wonderful results. Last December I planted 150 daffodil bulbs and placed one PLANTABBS near each bulb, repeating when they started to grow. These daffodils created a sensation, being as large as 4½ inches."—Mr. W. H. Williams, Bainbridge, Ga.

"My African Violet is a prize plant. It has bloomed since Thanksgiving Day until now. Today I counted 38 violets, ranging from 1½ to 1¾". I give PLANTABBS full credit because the plant which was formerly a part of this one and reported at the same time is much smaller with few flowers. It has not been fed with PLANTABBS. An everblooming begonia and a gardenia plant have also responded splendidly to PLANTABBS treatment."—Mrs. Ruth Hedden, Des Moines, Iowa.

"Please send me by return mail another box of your PLANTABBS. They sure are wonderful. I have an ivy geranium with lots of buds and 22 blossoms on it today. It is about 18 feet high and clear across the top of my window."—Mrs. J. T. Welch, Cuylerville, N. Y.

"The package of Fulton's PLANTABBS I bought from you several weeks ago acted like magic on my plants. And I want some more. I, therefore, enclose check for \$3.50 for which kindly send me a can of 1000 PLANTABBS."—Mrs. A. J. Shields, Scranton, Pa.

"Please send me a can of 1000 PLANTABBS. We plan to use them on our tomatoes and small truck garden. I have had very good results from PLANTABBS on my ivy and garden flowers—new shoots appearing on the ends of the tendrils which formerly seemed dead."—Mrs. T. H. Beebe, Albany, N. Y.

"Please send me a box of 30 PLANTABBS. I have a small apartment, where, only a few house plants, but they are certainly a source of joy to me as I watch them grow and yield such large blossoms."—Mrs. Bettie A. Smith, Gouverneur, N. Y.

"I am very much pleased with the results from PLANTABBS. They have helped my roses so much. They are beautiful. Please send me another box of 200."—Mr. F. D. Schwark, Canton, Ohio.

"I have never experienced such a fine growth of ferns and begonias as I had this winter in my conservatory since using PLANTABBS. I am also using them for my seedlings in the green house with good results."—Mr. George M. Van de Water, Hackensack, N. J.

"Under separate cover I am mailing you a photograph of a rose bush which was fed with PLANTABBS and did a swell job of blooming. You can see from the photograph that it was literally covered with clusters of roses. It bloomed to a far greater extent than ever before."—Mr. J. F. Spalding, Holland's Magazine, Dallas, Texas.

"Whether it is our imagination or not, I don't know, but the begonias seem to have gone into a new set of blooms and the leaves have made about 1½ inches of fresh shoots, all within a week."—Mr. Richard Pratt, Ladies Home Journal.



THIRTY FEET OF BLOOMS. "My blue morning glories are simply wonderful. The vines around the telephone pole (30 feet high) are a solid mass of blue. The canna between the pole and store are 8 to 10 feet high. The soil was originally unsuitable but blooming started after feeding PLANTABBS."—C. D. SPAUGH, Great Bend, Kan.



"MY PRIZE IS A LONG LEAF CACTUS Since using the new PLANTABBS, I have a Christmas cactus which bloomed continually from Christmas to Easter, but my prize is a long leafed cactus, it has 18 huge pink flowers on it. They are gorgeous and are almost the size of orchids."—MRS. GEORGE H. SCHULER, Piedmont, N. J.



GORGEOUS FERNS—You can have gorgeous ferns that neither wither nor turn brown at tips. When repotted and kept indoors there is no "root-shock." You can also have house plants covered with blossoms all winter long—gardenias blooming profusely for months and so strong that they will not turn brown when touched.



"THIS MORNING I COUNTED 203 BLOOMS. After putting PLANTABBS around my African violets they put forth twice the blooms—never less than 150. This morning I counted 203—eleven in one bunch. Three pots are shown in the photograph on my lawn."—MRS. CLIFTON C. IRWIN, Frankfort, Ind.

Amazing results from feeding PLANTABBS are thrilling thousands who love their indoor plants and garden flowers.

Success stories come to us daily covering ferns, begonias, geraniums, ivy, African violets, cacti, tropical plants, roses, orchids and scores of other species from the four corners of the earth. Ivy has grown as much as 10 feet indoors in a single season. Scrawny, languishing house plants soon perk up. Young, tender seedlings survive the shock of transplanting. Rose bushes have been transplanted while flowering without injury. Weak plants grow strong. Flowers bloom beautifully, beyond your fondest dreams.

The PLANTABBS Formula Is A "Double Duty" Formula. PLANTABBS keep the soil rich in food which all plants require.

Vitamin B₁ is primarily a root stimulator. (Plants are supposed to manufacture their own vitamins, but out of 500 species tested, only 12 varieties produced enough B₁ for their normal needs.)

When roots are stimulated with Vitamin B₁ they crave food. If the food is not present in the soil the value of the work done by Vitamin B₁ is lost. When PLANTABBS are fed no such loss occurs because they supply root stimulation in form of Vitamin B₁ and also complete, scientifically balanced PLANT FOOD, consisting of high analysis concentrated form of Nitrogen 11%, Phosphoric acid 15% and Potash 20%. In short, PLANTABBS excel because they do "double-duty"—they provide complete balanced FOOD and ROOT STIMULATION—both!

The Successful, Inexpensive Way To Have Lovely House Plants All Winter Long PLANTABBS are inexpensive and easy to use. Just put a tablet in the soil of the pot or a few inches from the stem of a garden plant. Watering, or rain, quickly dissolves the tablet and its food and fertilizing elements are immediately available.

Repeat every 10 days or two weeks. A rich liquid fertilizer, which acts faster, may be made by simply dissolving one tablet in a quart of water. Feed everything you grow with Fulton's PLANTABBS containing Vitamin B₁ and get amazing results.

Your potted plants, window and balcony boxes, even those that may be deprived of sunshine or subjected to fluctuating house and apartment temperatures, will reward you surprisingly when fed with PLANTABBS.

PLANTABBS ARE AVAILABLE IN SEVERAL SIZES
Box of 30 tablets..... 25
Box of 75 tablets..... 50
Box of 200 tablets..... \$1.00
(Season's normal supply)
Can of 1000 tablets..... \$3.50
(For use of larger growers)

Buy PLANTABBS from your nearby dealer, florist, seed house, hardware, drug or department store. If he cannot supply you, simply send us dealer's name and address and \$1 for 200 PLANTABBS.

Mail this Coupon NOW!

PLANTABBS CO., 65 W. Middle St., Balto., Md.
Please send me a package of PLANTABBS containing Vitamin B₁ (200 tablets) postpaid, for which I am enclosing \$1.00.

NAME.....
ADDRESS.....
CITY..... STATE.....
MONEY BACK IF NOT SATISFIED

FOR THE LAND'S SAKE . . . USE PLANTABBS!

NOTE: FULTON'S PLANTABBS ARE DIFFERENT FROM OTHER VITAMIN B₁ PRODUCTS

Fulton's PLANTABBS are white tablets about double the size of an aspirin—clean and odorless—always fresh—potent—and ready for use.

PLANTABBS are not just another "run-of-the-mine" Vitamin B₁ preparation. They differ in that they supply a complete, balanced, highly concentrated plant food (far famed for its fertilizer efficiency during the past 20 years) and in addition they supply Vitamin B₁ in effective measured amount, combined in tablet form.

Do not confuse Fulton's PLANTABBS with preparations in tablet, liquid or powdered form that supply Vitamin B₁ only and nothing else. And remember too—PLANTABBS containing Vitamin B₁ do not burn or otherwise damage the most delicate plants.

GUARANTEE: Fulton's PLANTABBS are absolutely and completely guaranteed. See amazing improvement in your plants and flowers of your money refunded without question.

GIVE

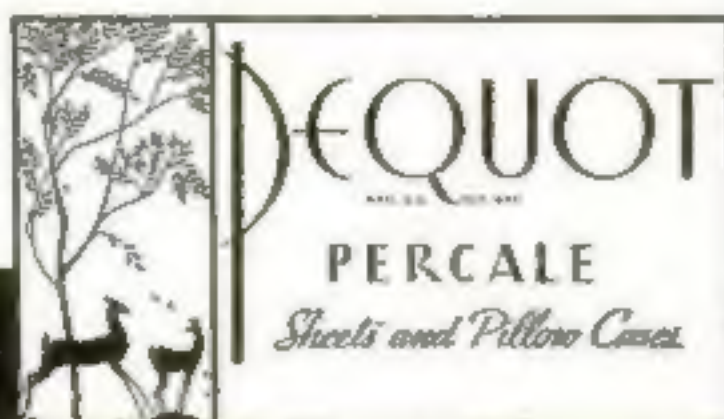
Beautiful Sleep



Give PEQUOT PERCALES

A gift of sleeping luxury! Sheets that are silky-soft. Cool and lovely. Snowy white—or in lovely pastel colors... You'd like such a gift yourself, wouldn't you? Then give Pequot Percales! A pair—a half-dozen—a dozen. (And spread a few hints for yourself!) But mind your P's and Q's. Be sure of that Pequot label. No other brand name in sheets has such proven nation-wide popularity. The exquisite beauty of Pequot Percales speaks for itself on sight. The name is a promise of satisfaction and value. As gifts... as sheets...

Pequot Percales have everything!
PEQUOT MILLS, SALEM, MASSACHUSETTS



LETTERS TO THE EDITORS

(continued)

Pheasants

Sirs:

Your pictures on upland game birds in the Nov. 4 issue were interesting and the descriptions and pictures of hunting in Tripp County have made many a hunter envious. But I got quite a jolt when I saw your picture of Peter Beaulieu, hardware merchant and vice chairman of the game commission, bringing in his bag of twelve pheasants when the bag limit is five birds. I'd like to see him strutting around our county and have that many birds in his possession and meet the game wardens I know.

BOB TRAFTON

Mount Vernon, Wash.

● Commissioner Beaulieu stoutly maintains that he was carrying pheasants shot by other hunters as well as those he himself had shot.—ED.

Sirs:

I wish those gentlemen would use a .22-cal. rifle and give the birds a sporting chance.

DONALD HOPKINS

Milton, N. H.

Sirs:

I fail to understand how it happens that after all the experience Mrs. Englebert has had in shooting game ("pheasants, ducks, deer...") she is still living! And her husband is a game warden. Tak! Tak!

I stand aghast at the smiling manner she exhibits in dangerous situations.



MRS. ENGLEBERT, GUN & BURS

I'm no hunter, but I do know enough not to pluck burs from my britches, while a gun leans precariously on a fence wire nearby (see cut).

HAROLD SAVIDES

Racine, Wis.

● Maybe even Reader Savides would let the gun go hang if he had burs in his britches.—ED.

Justice for Puerto Rico

Sirs:

Puerto Rico has been mentioned prominently of late in your articles on defense of the Western Hemisphere, so I consider LIFE the best means of conveying my thoughts to the people of the U. S.

As a Puerto Rican I wish to protest against the forcing of compulsory military service upon us. I protest not because we lack patriotism or are afraid of going to war. We are just as brave, courageous and capable as any full-blooded Yankee. But we demand justice. America boasts of its democracy yet she denies us the right to vote in national elections and the right to vote for our own governor. We are good enough for compulsory military service and to help defend the U. S. yet we are not good enough to be first-class American citizens. Is that fair? Does it sound like real democracy to the Latin-American republics? We are just as civilized as continental Americans.

After more than 40 years of American rule the conditions of our poor and the



Now—a square, one-piece porcelain tub washer with Maytag's finest features...

For years, Maytag square tub washers have earned nation-wide recognition and praise for washing efficiency and speed. ● Now the many labor-saving features of its square tub design are available to all—in the new Commander—for the first time in a porcelain tub washer! ● In this beautiful washer you'll get 50% greater washing capacity—Gyrafoam Washing Action—the fine new Maytag damp-drier and many other features new in the porcelain tub field. Try a Commander free on your next washing. See how little work there is for you to do—how soon you're through.

● Visit your Maytag dealer. He has a complete line of fine Maytag washers and prices start as low as \$59.95 at factory. You'll be especially pleased and surprised with the price you'll find on the new Commander, Maytag's finest porcelain tub washer. Your dealer will make a liberal allowance on your present washer and arrange low, easy terms to suit you.



NEW
Maytag
COMMANDER

(continued on p. 8)

AVAILABLE AT THE FOLLOWING STORES*

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 The May Co.
 O'Neill & Co.
 Stewart & Co.
 J. F. Hink & Sons Co.
 Hamilton, Hills, McLean & Haskins
 Wm. H. Roland
 Wm. Filene's Sons & Co.
 Gilchrist Co.
 Jordan Marsh Co.
 R. H. White Co.
 The Howland Dry Goods Co.
 Edgar's
 Abraham & Straus
 A. J. Namm & Son
 Adam, Moldrum & Anderson Co.
 E. W. Edwards & Son
 The Kleinhans Co.
 Sattler's
 Troutman-Reiser Co.
 Gorin's, Inc.
 Stark Dry Goods
 Coyte & Richardson
 Belk Bros. Co.
 J. S. Ivey & Co.
 Carson Pirie Scott & Co.
 The Fair
 Goldblatt Bros.
 Mandel Brothers, Inc.
 Marshall Field & Co.
 Wieboldt Stores, Inc.
 Aims & Oepke
 McAlpin Co.
 H. & S. Pogue Co.
 Rollman & Sons Co.
 The John Shillito Co.
 Will M. Meier Co.
 Halls Bros. Co.
 Higbee Company
 The May Co.
 Wm. Taylor Bros. & Co.
 F. & R. Lazarus & Co.
 The Morehouse Marlene Co.
 The Union Co.
 Elder & Johnston Co.
 The Home Store
 Rika-Kumler Co.
 Joslin's
 The May Co.
 Younker's
 Crowley, Milner & Co.
 Frank & Seder Co.
 The J. L. Hudson Co.
 Sam's Cut Rate, Inc.
 Rashek Brothers Co.
 The Glass Block
 Wm. Laubach & Sons
 Aokemann Bros.
 N. J. Goerke Co.
 The S. F. Isard Co.
 Popular Dry Goods Co.
 Newman Dry Goods Co.
 Lord's, Inc.
 The Hub Store
 Lao Hill Bros. Dry Goods Co.
 Wolf & Densauer Co.
 The Fair
 Menig Dry Goods Co.
 Cooper's Dept. Store
 E. Gottschalk & Co.
 Goldblatt Bros.
 Wurzberg Dry Goods Co.
 The Paris Filigian Co.
 Meyers Co.
 A. E. Troutman Co.
 Robinson-Schwinn Co.
 Edward G. Minas Co.
 Pomeroy's, Inc.
 D. Fox & Co.
 The Franklin Shops
 H. C. Munger Co.
 Broadway Dept. Store
 McAsselin & Wakelin Co.
 Gatz's Drug Store
 C. G. Anderson Stores Co.
 L. S. Ayres & Co.
 Wm. H. Block Co.
 H. F. Wasson & Co.
 L. H. Field Co.
 Penn Traffic Co.
 Goldblatt Bros.
 Cole's
 Bilmore Bros.
 Emery Bird Thayer
 The Jones Store Co.
 George B. Peck, Inc.
 Planagan's
 Hager & Bro.
 J. W. Knapp Co.
 Cher's
 Danks & Co.
 Gold & Co.
 Bush Caldwell Co.
 Parmelee Dohrmann Co.
 Bullock's Dept. Store
 Broadway Dept. Store
 Demand's, Inc.
 Kaufman Strauss Co.
 Stewart Dry Goods Co.
 Bon Marche
 G. M. Guggenheimer Corp.
 Burrows & Sanborn
 Harry S. Manchester, Inc.
 F. K. Joslin Co.
 Don & Jerry Clothiers
 Schuette Bros. Co.
 H. L. Reed Co.
 Frank Bros.
 Young Dept. Store
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 El Palacio de Hierro
 The New Yorker
 Casa Nieto
 Tompkins Dry Goods Co.
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 Ed. Schuster & Co.
 The Dayton Co.
 L. S. Donaldson Co.
 Powers Dry Goods Co.
 Montgomery Fair
 The Sall Stores
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 Kresge Dept. Store
 The Star Store
 New Castle Dry Goods Co.
 Edward Malley Co.
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 The Maison Blanche
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 J. P. Carey, Grand Central
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 Gimbel Bros.

IT MAKES OLD TIES
LOOK LIKE NEW
IN TWO MINUTES!

SWELL! NOW MY
TIES WILL LAST
TWICE AS LONG!

IT'S A BEAUTY
TREATMENT
FOR NECKTIES!

PRESS-RITE Electric NECKTIE RESTORER

Simply insert the copper pressing blade inside necktie. Fits all ties. Plugs into any socket—AC or DC. Heat-controlled. Unconditionally guaranteed.

ONLY
\$1.50

PRESS-RITE Electric PRESSER

Restores trouser creases to knife-like neatness quick as a flash! No moisture or pressure. Easy, economical. Heat-controlled. Unconditionally guaranteed.

\$1.00
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A MERRY XMAS GIFT

For Men Only!

Try a little subtle flattery on him this Christmas! Show him that you admire his taste in cravats by giving him a PRESS-RITE ELECTRIC NECKTIE RESTORER to keep them looking fresh and new. It removes wrinkles and restores the original shape and firmness in a jiffy, and will give his favorite neckties a new lease on life. He'll appreciate your thoughtfulness.



BUY THEM AT THE STORES LISTED

New York.....R. M. Macy & Co.
 New York.....Pennsylvania Drug Co.
 New York.....Stern Brothers
 New York.....W. G. Swartz Co.
 New York.....H. C. Capwell Co.
 New York.....Capwell, Sullivan & Furth
 New York.....Kahn's Dept. Store
 New York.....John A. Brown Co.
 New York.....J. L. Brandels Co.
 New York.....Browning, King
 New York.....Gail G. Grant
 New York.....Palm Alto Hardware Co.
 New York.....Broadway Dept. Store
 New York.....F. G. Nash & Co.
 New York.....Meyer Bros.
 New York.....P. A. Berger Co.
 New York.....Strawbridge & Clothier
 New York.....John Wanamaker
 New York.....Boggs & Buhl
 New York.....Gimbel Bros.
 New York.....Joseph Horne Co.
 New York.....Kaufmann Dept. Store
 New York.....England Bros.
 New York.....Wild & Co.
 New York.....Lipman Wolfe Co.

Portland, Ore.....Meier & Frank Co.
 Portland, Ore.....Porter, Mitchell & Braun
 Portland, Ore.....Lucky, Platt & Co.
 Portland, Ore.....The Boston Store
 Portland, Ore.....The Outlet Co.
 Portland, Ore.....The Shepard Co.
 Portland, Ore.....The Hemick Co.
 Portland, Ore.....Boylan-Pearce Co.
 Portland, Ore.....Pomeroy's, Inc.
 Portland, Ore.....Thurmer Bros.
 Portland, Ore.....N. W. Pugh & Co.
 Portland, Ore.....E. W. Edwards & Son
 Portland, Ore.....Kahn's Dept. Store
 Portland, Ore.....John Breunler Co.
 Portland, Ore.....Male Bros.
 Portland, Ore.....Townsend & Wall Co.
 Portland, Ore.....Famous-Barr Co.
 Portland, Ore.....Katz Drug Co.

San Francisco.....Nathan Dohrmann Co.
 San Francisco.....The Emporium
 San Francisco.....Schwabacher Frey Co.
 San Francisco.....Ott Hardware Co.
 San Francisco.....The Carl Co.
 San Francisco.....Scranton Dry Goods Co.
 San Francisco.....Bon Marche
 San Francisco.....Ernst Hardware Co.
 San Francisco.....Frederick & Nelson
 San Francisco.....Davidson Bros. Co.
 San Francisco.....T. S. Martin Co.
 San Francisco.....Shriver Johnson Co.
 San Francisco.....The Crescent
 San Francisco.....Forbes & Wallace
 San Francisco.....Albert Steiger Co.
 San Francisco.....The Edward Wren Store
 San Francisco.....Charles E. Chappell
 San Francisco.....E. W. Edwards & Son
 San Francisco.....People's Store Co.
 San Francisco.....The Seefey Co.
 San Francisco.....Mels Brothers Co.
 San Francisco.....The Root Store
 San Francisco.....Lamson's
 San Francisco.....La Salle & Koch Co.
 San Francisco.....Lion Dry Goods Co.

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Please send prepaid

☐ Press-Rite Electric Necktie Restorers @ \$1.50 each
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 I am enclosing check ☐ Money Order ☐

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FOR Clear-Eyed, Energetic MORNINGS



Try A Cup of New, Improved Ovaltine Before Going to Bed Tonight

DO YOU wake up feeling really fresh in the morning—brimming with vitality, vigorous and "alive"?

Or do you frequently awaken feeling almost as tired as when you went to bed—with nerves on edge, or a mind that's logy and dull?

Thousands who have had this trouble are now solving it in a very simple way—without medicine or risky sleep drugs.

They do it with the aid of a new, improved Ovaltine. They take it regularly, night after night, at bedtime—not only to help them sleep more soundly—but to build them up for clear-eyed freshness in the morning.

How It Acts

First: When taken just before bedtime, the new Ovaltine helps the body relax normally. Relieves that feeling of "inner tension."

Second: It provides a specialized combination of food elements designed to prevent hunger pangs and digestive unrest. These conditions, say medical authorities, may cause night-time tossing.

Third: The new Ovaltine has recently been enriched with still greater amounts of protective minerals—and greater amounts of Vitamins A, B and D. It also furnishes certain food elements to help replenish vitality while you sleep—helps rebuild worn-out

muscle, nerve and body cells.

In other words, the new Ovaltine is a scientific food-concentrate designed to accomplish specific nutritional results for those who sleep poorly—or who are run-down, nervous, or under par. Over 1,700 hospitals, in this country alone, serve it. Doctors approve its use.

Start Tonight

So for the sake of your health, your nerves, and particularly for early morning vitality—try taking the new, improved Ovaltine regularly—begin tonight. See if it doesn't help you to wake up feeling far fresher in the mornings, clear-eyed and "alive"!

Phone your dealer for a can of Ovaltine. Or mail coupon for a generous sample.

Mail for Sample Tin

OVALTINE, Dept. S40-L-11
360 N. Michigan Ave., Chicago, Ill.
Please send me your generous sample tin of Ovaltine. I enclose 10c to cover handling and mailing... (We send only 1 tin to a person. Offer not good in Canada.)

Name.....

Address.....

City.....State.....

Ovaltine THE PROTECTING
FOOD-DRINK

LETTERS TO THE EDITORS

(continued)

standard of living are most shameful and rapidly getting worse. We are not to blame if we lack resources. Is it so necessary for the safety of the U. S. that you spend so much money on compulsory military service in Puerto Rico? Wouldn't it be more fruitful and wise to use that money for more beneficial results? If you knew how the Yankees and many foreigners who visit us are appalled and disgusted at the conditions of misery and poverty of our poorer classes, you would perhaps try to remedy it more effectively.

C. B. RODRIGUEZ

San Juan, Puerto Rico

Drop-Kicker

Sirs:

I wish to emphasize the fact that Charlie Brickley, originally of Everett, Mass. made the drop-kick famous at Harvard and not the place-kick as indicated in your issue of LIFE, Nov. 4.

If my memory is correct, he defeated Yale singlehanded (or singlefooted) by kicking five drop-kicks against the Blue on one Saturday afternoon. Score: Harvard, 15; Yale, 5.

LOUIS A. WENDELSTEIN

Everett, Mass.

● Correct. The afternoon was Saturday, Nov. 22, 1913.—ED

Mr. Chips & Dog

Sirs:

This little dog reminded me immediately of a picture of Mr. Chips in the May 15, 1939 issue of LIFE. On look-



TRIXIE



MR. CHIPS

ing it up, I wondered if Trixie had seen it too, or maybe Mr. Chips has seen Trixie. Anyway, what do you think?

MURIEL AKER

Atherton, Calif.

Invitation to a Carnival

Sirs:

For the benefit of those girls from 16 to 60 who have at some time in their lives wished to attend a Dartmouth Winter Carnival, we the undersigned have taken it upon ourselves to establish a dating bureau through which such ambitions might be realized. Outdoor type preferred.

ALVIN L. ROBINS
NEIL J. O'DONOVAN
FRANK MALAVASIO

Dartmouth College
Hanover, N. H.

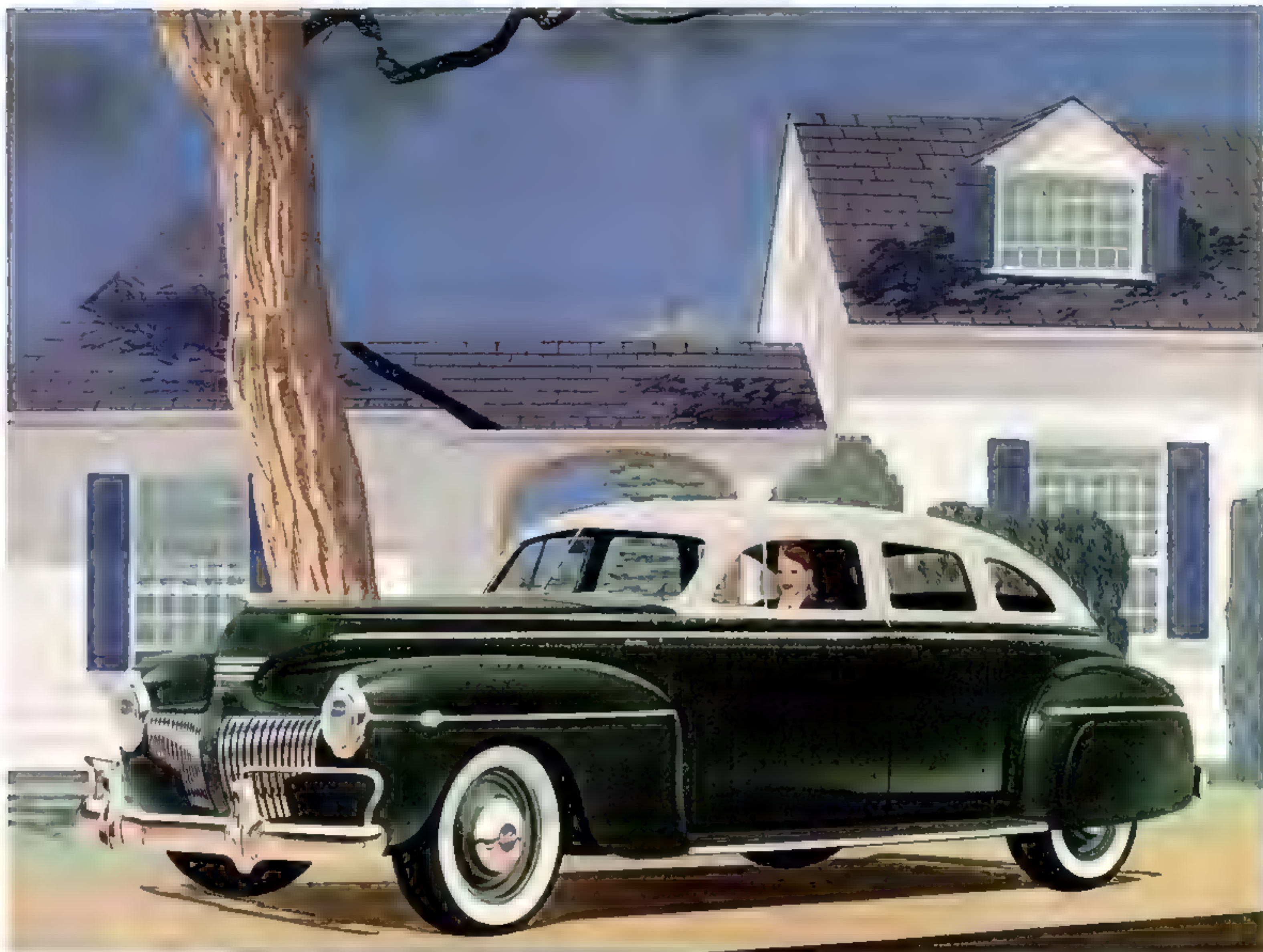


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35¢ per quart

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WINTER OILS
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LUBRICANTS**
especially made for
cold weather driving
are now available
everywhere.

**BE
PREPARED!**



12 FEET OF
*Sheer
Beauty!*

**SEE THE
New 1941
De Soto**

This Finer Car has every new, worth-while development! Rakish, new Rocket Bodies! Richly Styled Two-Tone Interiors! And with De Soto's Fluid Drive and Simplimatic Transmission, you get "Smooth-as-oil" Performance—Automatic Shifting for All Your Normal Driving!



ONE LOOK at the rear of De Soto's sleek, New Rocket Body and you will say, "the back's as beautiful as the front."
TUNE IN MAJOR BOWES, C. B. S., THURSDAYS, 9 TO 10 P. M., E. S. T.

IT'S A REMARKABLE EXPERIENCE—the first time you ride in a new De Soto with Fluid Drive and Simplimatic Transmission!

You can start and stop—drive slow or fast—without touching the clutch or gearshift lever. You get *Automatic Shifting for all normal driving!* The flow of power from De Soto's 105-horsepower Super-Economy Engine is literally as smooth as oil!

What's more—this low-slung De Soto, with rakish Rocket Body, "hugs" the ground. Doesn't sway or "joggle." Rich, new Two-Tone Interiors are simply beautiful! All fittings, including steering wheel and instrument panel, are in harmonizing colors. De Soto Division of Chrysler Corporation, Detroit, Michigan.

Fluid Drive
Formerly only on
high-priced cars, now
combined with
Simplimatic Transmission
gives you
Automatic Shifting for
all normal driving
ASK FOR A DEMONSTRATION TODAY!



Turkey Dinner calls for your handsomest shirt. Arrow's Greylock Stripe qualifies nicely. Its collar is the world-famous Arrow Collar, which you can obtain in a variety of up-to-the-minute models.

MADE FOR EACH OTHER: SHIRT, TIE, AND HANDKERCHIEF

Arrow Greylock Stripes

FOR each outstanding, new shirt pattern, Arrow's crack designers devise the perfect running mates—two ties, a handkerchief—even shorts, closely related in color, motif, and feeling.

One of the very best-looking of 1940's shirt patterns is Arrow's new *Greylock Stripes*. Three white cord stripes agreeably heighten a grey inlay stripe... the background colors are soft... the fabric is a high-count broadcloth. The shirt, full of exclusive Arrow tailoring features, is \$2.50.

Designed for close harmony are two Arrow Ties, one a striped twill, the other a figured repp. They have a wrinkle-resistant

construction, and cost \$1.50. The *Greylock Stripe* handkerchief repeats the pattern of the shirt, costs 50¢.

The complete effect of the *Greylock Stripe* "family" is not one of *matching*, but of *harmony*, as you can see from the pictures at right. *Greylock Stripes* are now available at your Arrow dealer's. Made by Cluett, Peabody & Co., Inc., Troy, N. Y.



If it hasn't
an Arrow Label
it isn't Arrow



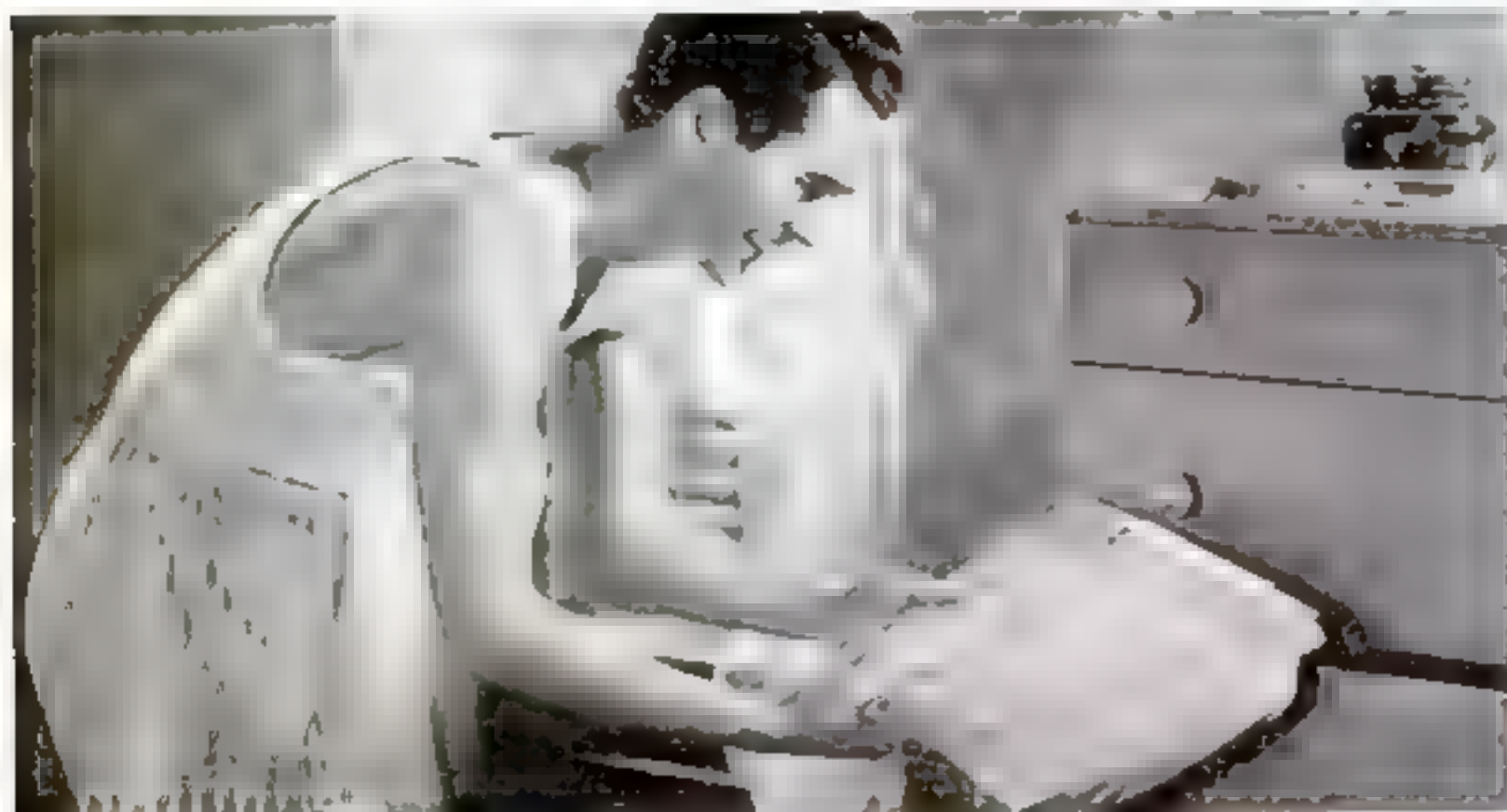
Wear this *Greylock Stripe* ensemble with blue suits. For smooth body-fit, Arrow Shirts have the unique "Mitoga-cut," sloped shoulders, curved waist, tapered arms.



With your grey suits, this *Greylock Stripe* "family" is recommended. Note the perfect, dimpled knot of the Arrow Tie. It's one of two ties made for *Greylock Stripes*.



In brown suits, you'll look fine with this *Greylock Stripe* team. The shirt is Sanforized-Shrunk; fabric shrinkage less than 1%, a new shirt free if one ever shrinks more than 60'.



Arrow Shorts, probably the most comfortable made, have no seam to chafe at the crotch, have more seat room, and are Sanforized-Shrunk. *Greylock Stripe* Shorts, in the same pattern as the shirt, are 65¢.

BORN BETWEEN Nov. 22 and Dec. 21?



Your sign is Sagittarius. You're impetuous. You're proud. You're leader for others in life.

A smart new Hamilton on your wrist will help. See the new models today.

FREE! Horoscope booklet for every month of the year. Write to the Hamilton Watch Company, 10 Colan Ave., Lancaster, Penna.

Hamilton's experience building watches for railroad men insures greatest possible accuracy in every other size and grade. Hamilton makes.

Left: VIVIAN, 17 jewels, 14K rose and white gold. Roman numeral dial, 14K gold fittings \$75. Right: ENDRIOT, 17 jewels, 10K natural gold-fused. Black dial, \$40. O here from \$37.40 to \$100.

FROM LIFE'S CORRESPONDENTS

Hotel in London

London

Hotels in London these days have to be seen to be believed. Europe's wealthiest women, who only a few months ago demanded the privacy of the most luxurious bedrooms, now consider themselves lucky if they can curl up for the night on a couple of chairs in some corner of their hotel's subterranean shelter. With few exceptions all guests are treated alike, whether they are old ladies with titles or racy women with pasta. Only someone like ex-Queen Gerakline of Albania, who is staying at the Ritz, can be sure that she and her infant will always have the same place every night to bed down.

Throughout the evening, from seven o'clock to midnight, guests pour into the shelters in their dressing gowns, slacks or ordinary street clothes. After all the upper floors have emptied, the shelters are as jammed as a boxcar full of cattle. At Claridge's, Queen Wilhelmina slept for ten days on a small cream-colored couch with ten others in a room



DORCHESTER HOTEL, MIDNIGHT

no bigger than an average-sized kitchen. (She moved out a few days ago.)

Before the night is half over, the air gets unbearably foul—a fact which probably has a lot to do with putting the people to sleep—and by morning many have splitting headaches. An even worse drawback is the snoring which seems to be as uncontrollable among the bluebirds as it is among the cockneys. Already wits are likening the various snores to the buzzings of Junkers, Dornier and Messerschmitt airplane motors. The Savoy has been the first hotel to deal practically with the problem. Snore wardens have been appointed who rouse the afflicted and request them to spend the rest of the night in a special room set off for snorers.

Despite the inconveniences the shelters remain good-natured, although so far the forced communal life hasn't led to conversation among strangers. On the contrary the hotel shelters are depressingly quiet—except for the snoring. When the "all clear" goes, the pale-faced bedraggled looking men and women pick up their pillows and blankets and troop back to their rooms for a few hours of comfortable rest. Unfortunately many people find

"My friends were startled by the change in me!"

—says Mrs. Elizabeth Prasse of Rocky River, Ohio.

Young housewife makes herself over, becomes a slender, glamorous, vibrant beauty in six weeks at home.



Above, Elizabeth Prasse, just before starting her DuBarry Success Course; right, after completing at home the beauty routine planned to reduce her weight, correct her posture, improve complexion, hair-styling, make-up.

POSTURE
PERFECT

ABDOMEN
5 INCHES
LESS

HIPS
4 1/2 INCHES
LESS

THIGH
3 INCHES
LESS

LOST
19 POUNDS

ELIZABETH PRASSE had always been good looking. But she was overweight, worried about her posture, her skin, her hair. Only 24, why shouldn't she make the most of her natural beauty? So she enrolled for the DuBarry Success Course, was given a personal routine to follow. In six weeks she had lost 19 pounds, streamlined her figure. "My skin," she wrote, "is now soft and clear; my hair has a lovely sheen. My proportions are now just about perfect. I am healthy, happy—a different girl. Thank you from the bottom of my heart!"

Have YOU the Courage to be Beautiful?

Elizabeth Prasse is just one of more than seven thousand women—housewives, business girls, nurses, teachers, students—who have found the DuBarry Success Course a new way to beauty at home. The Course comes to you wherever you are, shows you how to use the same methods taught by Ann DeLafield at the famous Richard Hudnut Success School, New York. And at just about one-tenth the cost! It brings you a program for your individual needs, tells and shows you what to do every day for six exciting weeks. Spend a little time each day really following this plan and you, too, can learn this new way to loveliness.

Get The Full Story Send the coupon or write for the book, "Six Weeks From Tonight," and find out what the DuBarry Home Success Course can mean to you.

Enthusiastic Students Write:
"For the first time in my life, I am proud of what I see in my mirror." . . . "In six weeks I changed from a size 40 to a size 18." . . . "This is the best investment I ever made."



With your Course you receive this Travel-Case containing 22 different DuBarry Beauty and Make-up Preparations.

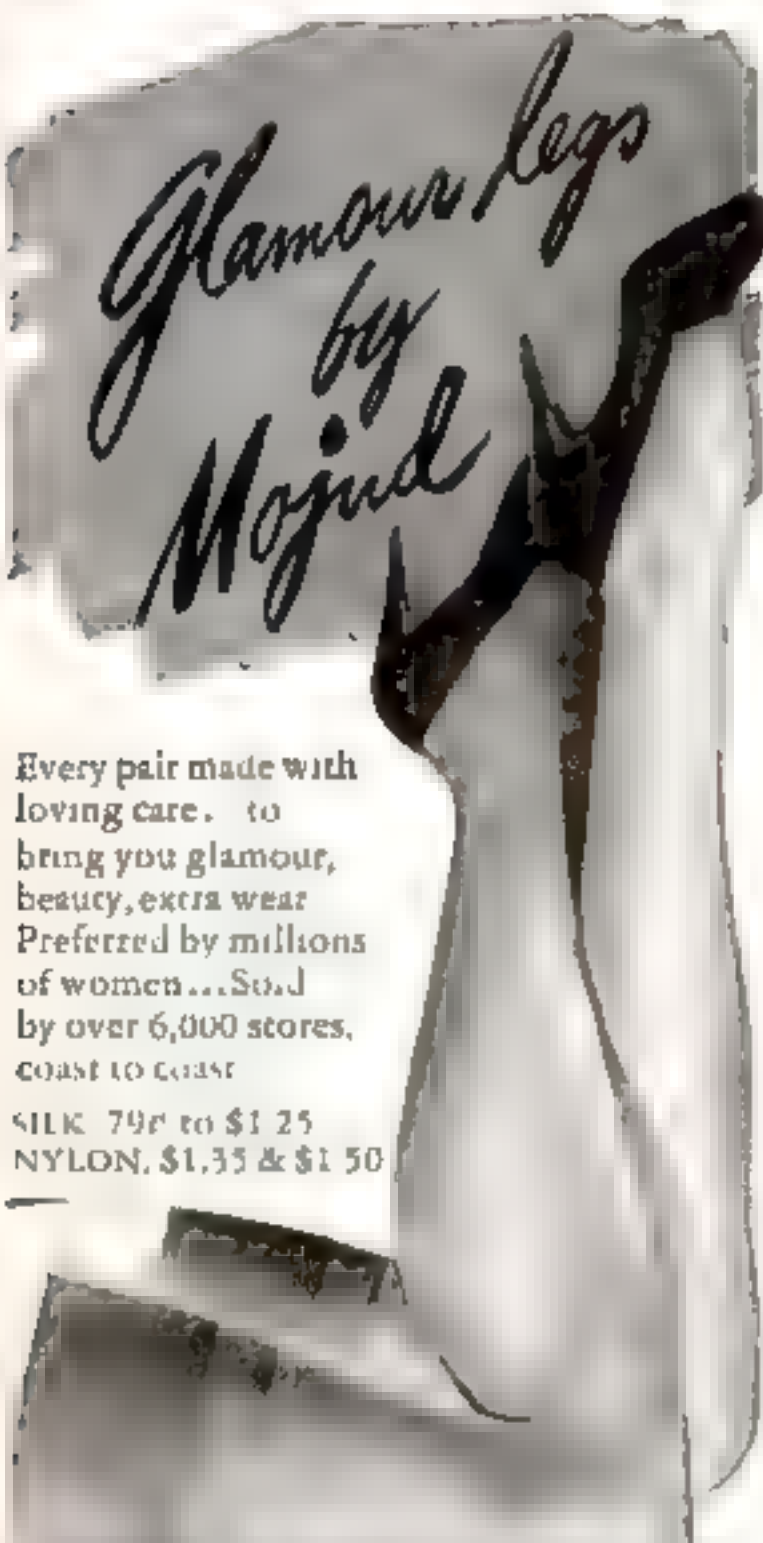
DuBarry Success Course

RICHARD HUDNUT DUBARRY SALON
Dept. S-25L, 693 Fifth Ave., New York, N. Y.

Please send me the book, "Six Weeks From Tonight," telling all about the DuBarry Home Success Course.



City _____ State _____



Every pair made with loving care, to bring you glamour, beauty, extra wear. Preferred by millions of women...Sold by over 6,000 stores, coast to coast.

SILK 79¢ to \$1.25
NYLON, \$1.35 & \$1.50

MOJUD
the dependable
HOSIERY

(continued on p. 18)

SPEAKING OF PICTURES . . .

. . . THESE ARE RADIO PRESS AGENTS' GAGS



FRED ALLEN POSES A PUBLICITY SURE-SHOT. THIS IS A PRESS AGENT'S NIGHTMARE, FOR HE IS NOW ON CBS

Unlike good children, radio comedians are heard but not seen. This galling predicament the funny men try valiantly to overcome by being seen as much as possible in newspapers and magazines, for which purpose large numbers of press agents are employed.

The radio press agent's task is one of extraordinary difficulty. Most radio comedians, viewed at their microphone labors, are not mirth-inspiring sights. The jokes are in the script, usually written by somebody else, and the wits look like announcers or congressmen.

To deal with this unhappy situation the press agents resort to humor, mostly the proven humor of the past. Loyally they adhere to those sure laugh-provokers which the Phoenicians peddled from Pontus to the Pillars of Hercules, and which later Crusaders brought back to wow the stay-at-homes from Aberdeen to Angoulême.

Some of the artists like Fred Allen rely on the grimaces of a mobile countenance. Others like Jack Benny strike poses, while Colonel Stoopnagle and Fibber McGee lean heavily to props. Special tomfoolery is fed to editors shortly before occasions like Christmas, St. Valentine's and Independence Day. At other times the press agents must invent their own "news angles." The proud father of the picture on the opposite page showing Colonel Stoopnagle wearing two hats explains it as follows: "Politician Stoopnagle with his latest invention—two hats—for throwing two hats into the ring instead of one."

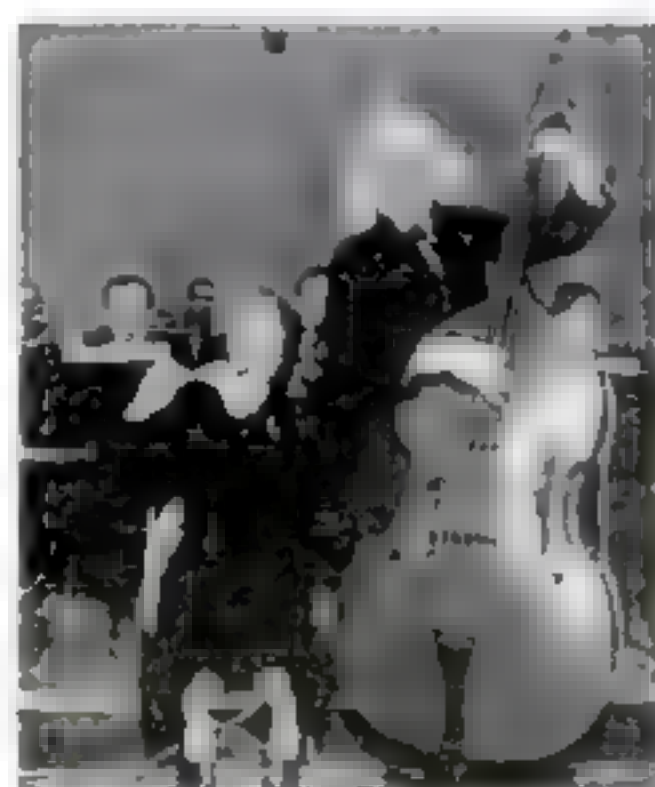
Much of the barrowing output never sees the light of day. From its bulging files, LIFE reproduces a sample.



ALLEN AS THE MARRIED EXECUTIVE



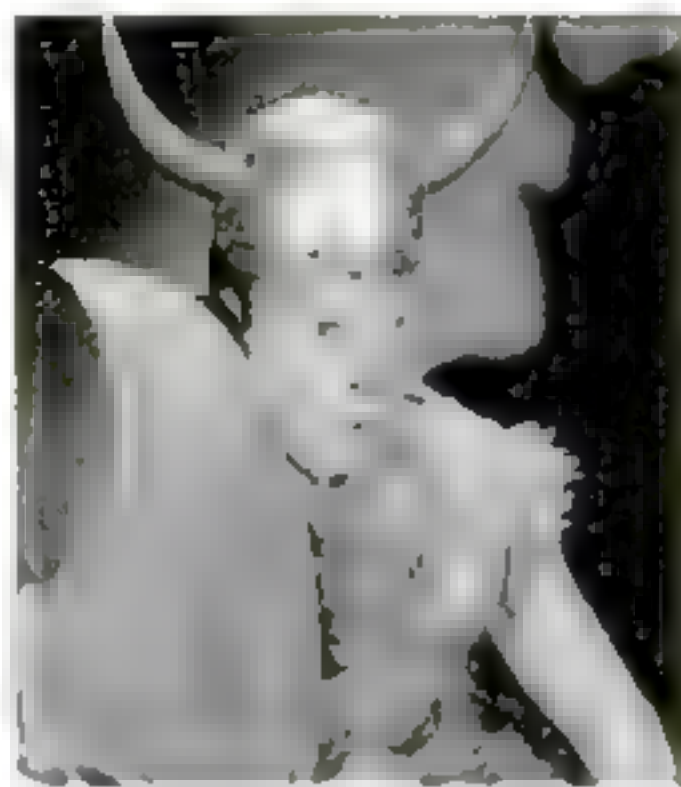
BENT SCABBARD DISTURBS ADMIRAL



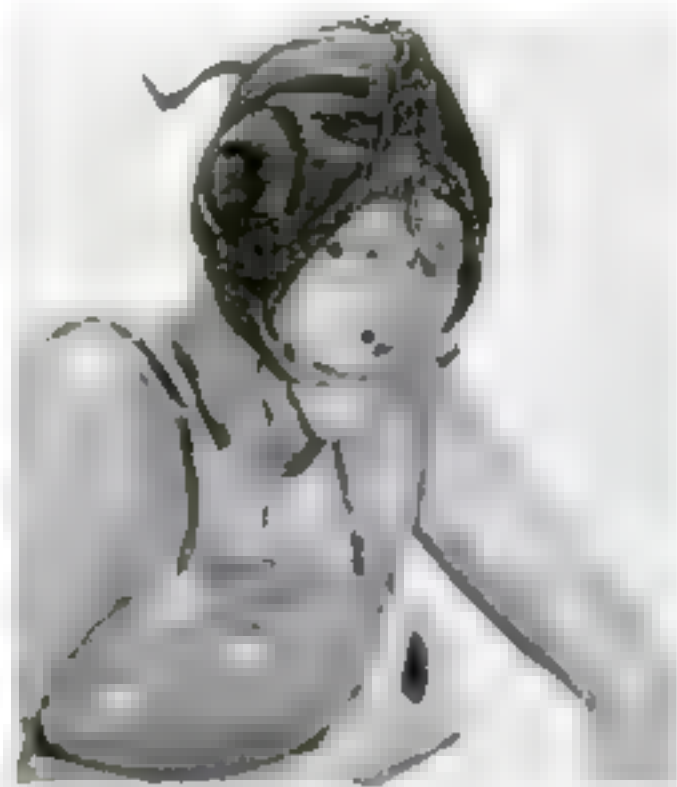
FIVE JARS ALLEN AT BULL FIDDLE



HE STRIVES TO LOOK PALEOLITHIC



ALLEN AS A SKITTISH SIEGFRIED



GOOD SHOT FOR FOOTBALL SEASON



EVEN COOLIDGE USED INDIAN GAG



SOME EDITOR MIGHT LIKE THIS ONE



INVENTION: BANANA WITH FEATHERS



HE SHOWS HOW TO SWEEP AROUND END



PLYMOUTH ROCK LANDS ON COLONEL



HE HAS TWO HATS TO THROW IN RING



Skunk gag busies Comtes Maude Davis, Nan Rae in "Kate Smith Hour" publicity picture.



Leg art gag is dutifully staged by Bing Crosby of Kraft Cheese with Guest Oscar Levant.



Impossible surroundings gag indicates that Eddie Cantor's press agent was at end of rope.



Hot Mamma gag, ancient as Aristophanes, portrays incendiary sex appeal of Connie Haines.



Jack Benny trains for an imaginary prize fight with Fred Allen in elaborate radio feud.



Publicity "party" is the final resource of weary press agency, like this one for "Baby Snooks."



Fourth of July stunt for Charlie McCarthy & Edgar Bergen has studiously posed humor



Kay Kysar just looks stupid, for lack of any other idea. The academic outfit is part of the show.



HAMMIEST OF ALL POSES IS CAVEMAN



THEY TRY OUT LANCELOT & GUINEVERE



POCAHONTAS & CAPTAIN JOHN SMITH



AIMING FOR VALENTINE'S DAY APPEAL

How not to please your typists



THIS EMPLOYER thinks he is doing his typists a favor by purchasing new typewriters for them.

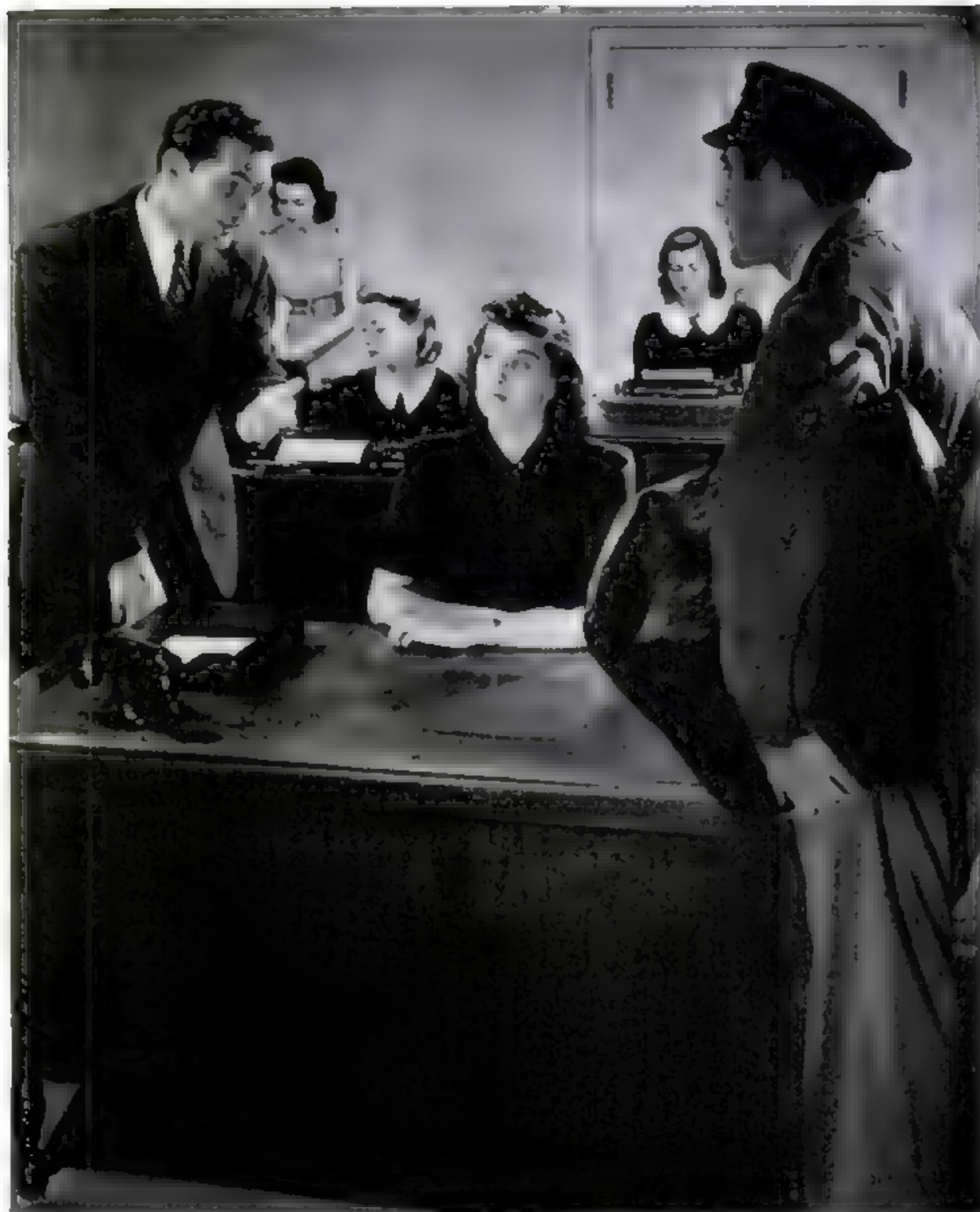
He isn't—unless each girl happens to be getting the make of her choice.

For today's up-and-coming young career woman

wants and deserves a voice in the selection of her typewriter. She alone knows what make suits her style of typing best, enables her to do better work for you—and do it faster.

So, if it's new-typewriter time in your office, let your typists decide. You'll be the winner in increased loyalty and respect from a happier, more efficient force.

Have we a *selfish* motive in making this plea for your typists? Of course! If they are graduates of modern business schools, they probably learned on a Royal, leading choice in over 20,000 schools. They probably know that a Royal stands up longer, is faster and easier to operate (the all-time speed record was made on a Royal). Finally, it's just natural that they should prefer to use the finest quality machine made. And that, in the opinion of most typists, is the Royal.



ROYAL WORLD'S NUMBER 1 TYPEWRITER

Copyright 1949 Royal Typewriter Co., Inc.
©Trade name Reg. U. S. Pat. Off.

Do your typists this favor. It costs you nothing. Phone your local Royal office—we're so confident of Royal's superiority that we'll gladly put a new Royal in your office for a free "desk test." Compare the machine with any other make—we're certain you'll find that a Royal will save your girls time and effort, will mean better work, will give you more typewriter for your money. Here are a few reasons why

Easier to operate. Whether her touch is light or heavy, a simple twist of Royal's Touch Control* dial will adjust the keyboard to her exact pressure. Less finger

tension! To change margin stops, just flick the MAGIC* Margin lever, and *click*—it's set! Changing ribbons, too, is only a matter of moments on a Royal. No messy fingers!

Easier on nerves and eyes. No flashing type bars to blur the eyes. On the Royal, they flash unseen. Nor does the carriage clatter and jump when the shift key is struck. The Royal has a quiet, locked, bob-less shift. Finger-comfort keys save broken fingernails. While Royal's no-glare finish eliminates dancing light reflections, saves eyestrain.

SPEAKING OF PICTURES

(continued)



BURNS AND ALLEN PUBLICITY SHOWS GRACIE TAKING HIS LIFE IN HER HANDS



PIE CRUST HAT GAG FINDS GRACIE ALLEN GOING TO LILLY DACHE'S FOR LUNCH



BURNS AND ALLEN AND DAUGHTER ARRIVE IN NEW YORK, MUG FOR CAMERAS

"Say, Ma...Miss Martha's got herself a Man!"

1. Remember, Ma, you told me that for nine generations of cats Miss Martha's been setting her cap for old Harry Zepp? Well, guess what happened while you were off catching field mice!



2. Yesterday, Miss Martha picked me up and said "Cuddles, Mr. Zepp is coming to dinner at last!" I meowed like she'd given me a catnip mouse. Home cooking will soften up the old bachelor, I think to myself!



3. The dinner started off fine. But then Mr. Zepp just about bit the ceiling when she offered him coffee. "Can't drink the da-l-blamed stuff!" says he. "I love it—but it keeps me as wide-awake as an owl!"



4. "Lo, Mr. Zepp!" says Miss Martha, all girlish. "This is Sanka Coffee 97% of the caffeine's been taken out, so it can't keep you awake! All the flavor's left in," she says as he hesitates. "It's REAL coffee. Just try it!"



5. "Why, it's delicious!" says he. "Yes," says she. "And the Council on Foods of the American Medical Association says 'Sanka Coffee is free from caffeine-effect, and can be used when other coffee has been forbidden!'"



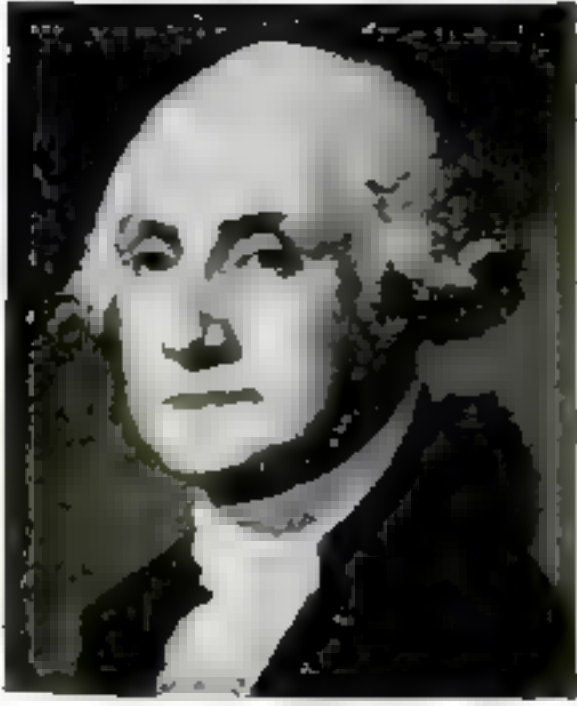
6. The pay-off comes this morning when she gets flowers and a note from Mr. Zepp, saying that even after three cups of Sanka Coffee he slept like an old 'possum, and would she please go to the band concert with him next Saturday night!



SANKA COFFEE

REAL COFFEE...97% CAFFEIN-FREE...DRINK IT AND SLEEP

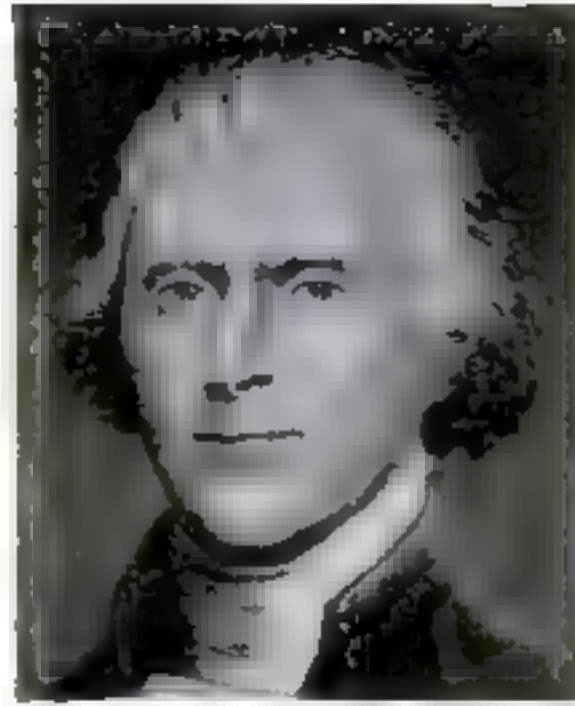
TUNE IN "WE, THE PEOPLE"...laughs, pathos, thrills, drama, as real people tell true experiences! Tuesday evening—Columbia Network—see your local paper for time and station.



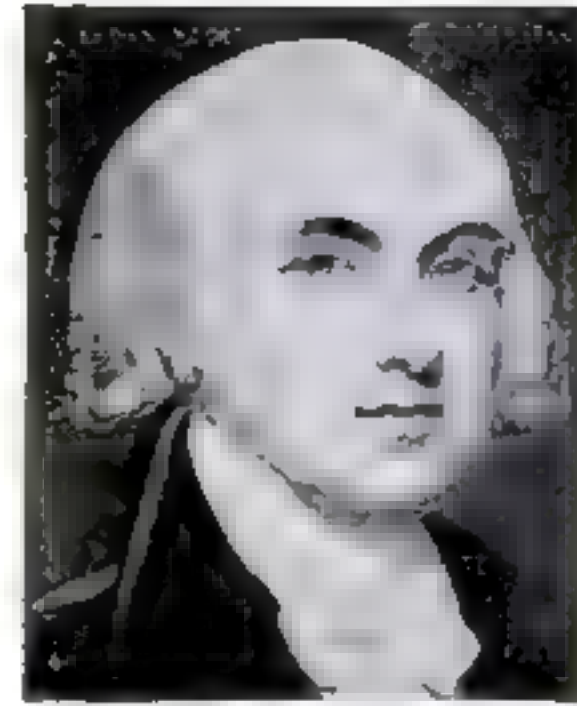
GEORGE WASHINGTON
No accurate record of popular vote



JOHN ADAMS
No accurate record of popular vote



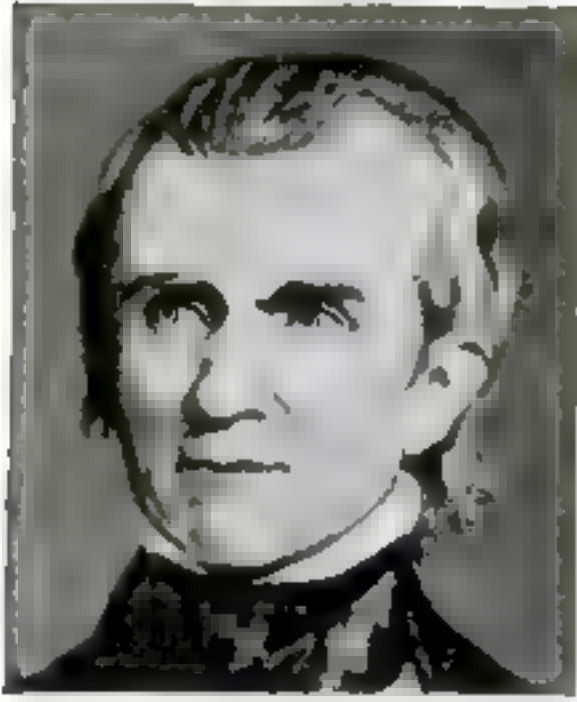
THOMAS JEFFERSON
No accurate record of popular vote



JAMES MADISON
No accurate record of popular vote

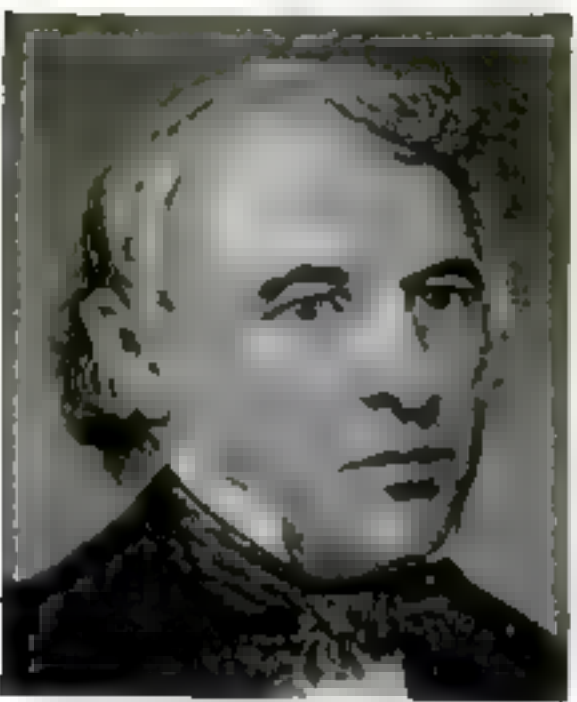


JAMES MONROE
No accurate record of popular vote

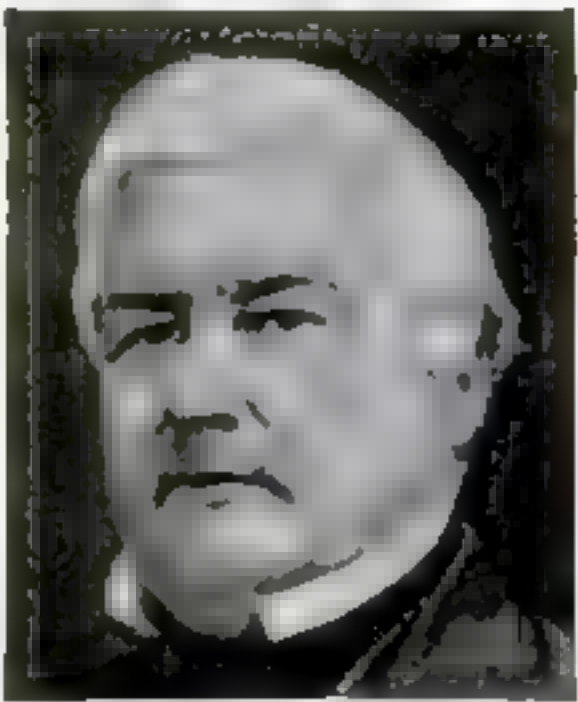


JAMES POLK
Popular vote, 1,337,243

Only 2 Presidents ...



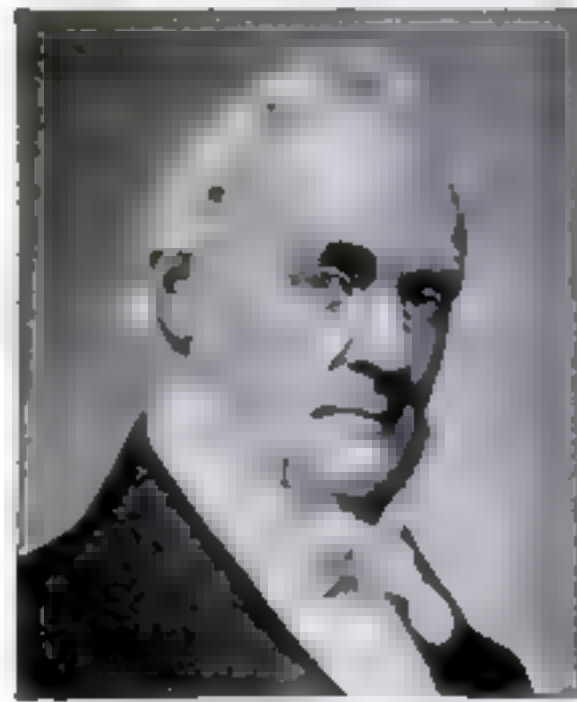
ZACHARY TAYLOR
Popular vote, 1,360,099



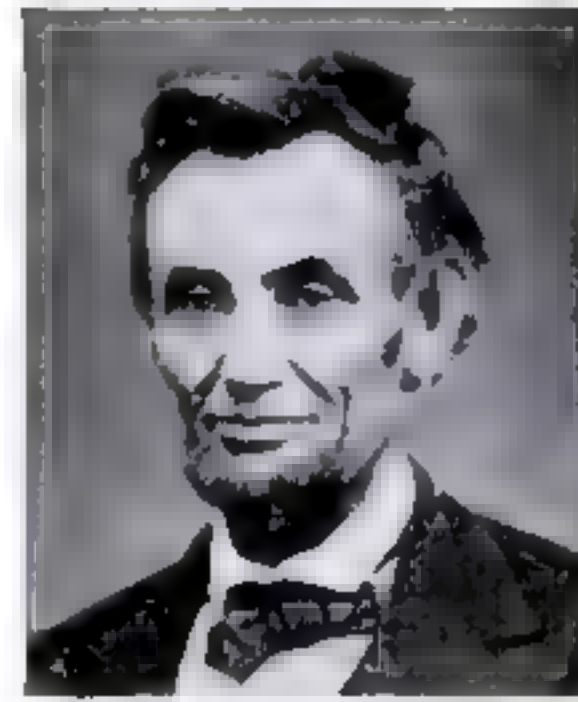
MILLARD FILLMORE
Vice-President, succeeding Zachary Taylor upon latter's death



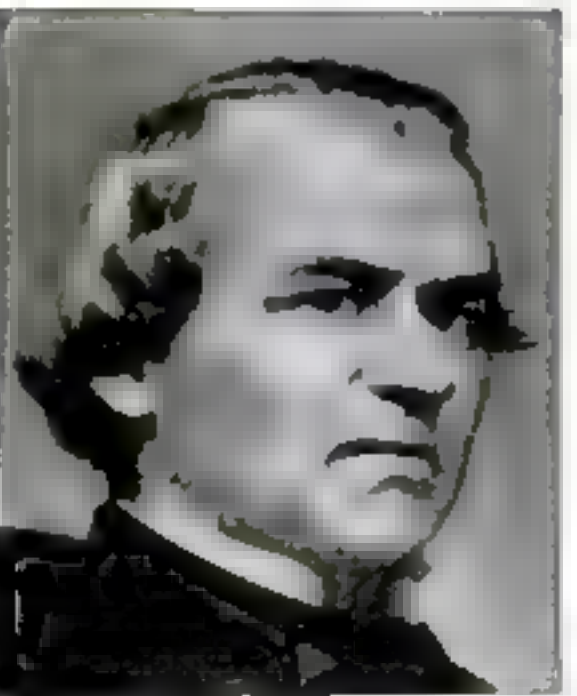
FRANKLIN PIERCE
Popular vote, 1,601,474



JAMES BUCHANAN
Popular vote, 1,838,169



ABRAHAM LINCOLN
Popular vote in 1860 ... 1,866,452;
in 1864 ... 2,216,037



ANDREW JOHNSON
Vice-President, succeeding Abraham Lincoln, upon latter's death



ULYSSES GRANT
Popular vote in 1868 ... 3,015,071;
in 1872 ... 3,597,132



RUTHERFORD HAYES
Popular vote, 4,033,768



JAMES GARFIELD
Popular vote, 4,449,053



CHESTER ALAN ARTHUR
Vice-President, succeeding James Garfield, upon latter's death



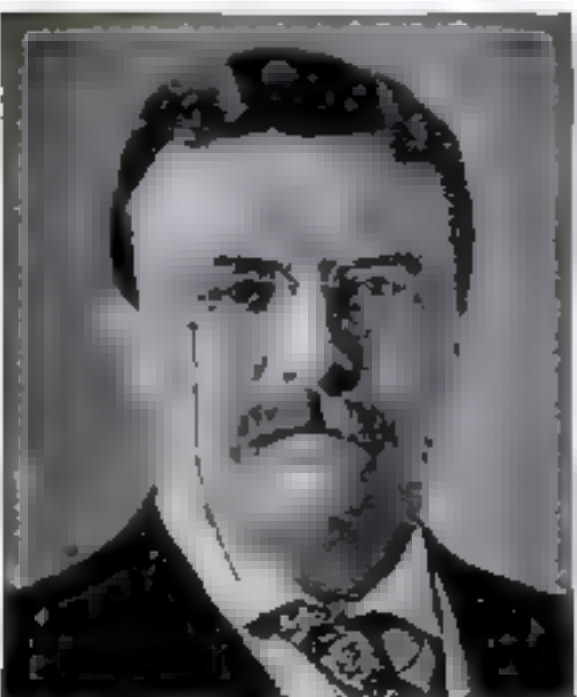
GROVER CLEVELAND
Popular vote in 1884 ... 4,911,017;
in 1892 ... 5,556,918



BENJAMIN HARRISON
Popular vote, 5,440,216



WILLIAM MCKINLEY
Popular vote in 1896 ... 7,835,638;
in 1900 ... 7,219,530



THEODORE ROOSEVELT
Popular vote, 7,628,834



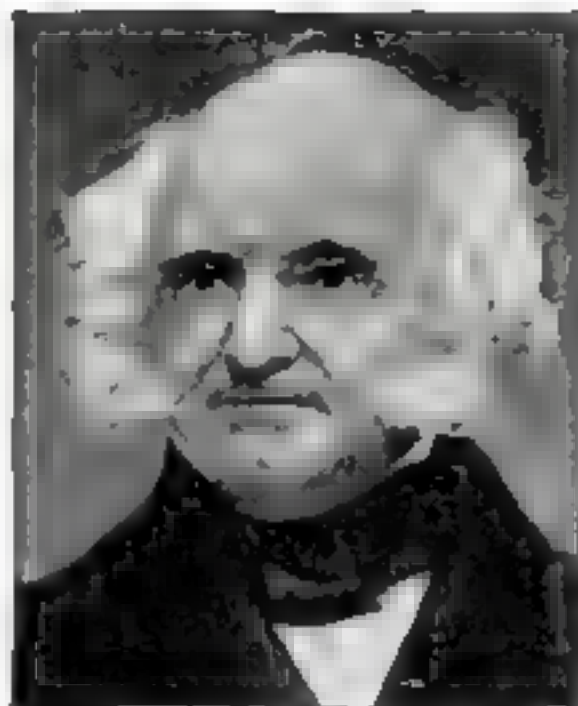
WILLIAM TAFT
Popular vote, 7,679,006



JOHN QUINCY ADAMS
Popular vote, 108,740



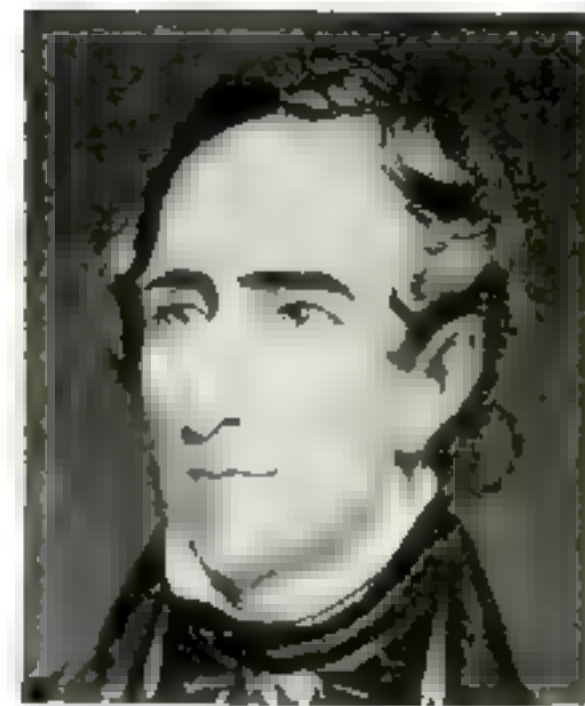
ANDREW JACKSON
Popular vote in 1828 . . . 647,286;
in 1832 . . . 687,502



MARTIN VAN BUREN
Popular vote, 762,978



WILLIAM HARRISON
Popular vote, 1,275,016



JOHN TYLER
Vice-President, succeeding
William Harrison upon latter's death

*have received more votes
than LIFE gets each week!*

WEEK IN, WEEK OUT, each issue of LIFE wins a total audience of more than 20,000,000 readers*—a greater number of people than have voted for any but two of our 31 Presidents in 151 years of our history.

This is more people than ever before have read each issue of *any* magazine. And it is no flash-in-the-pan performance—no matter of chance.

For LIFE consistently offers what millions of Americans today have a positive, urgent hunger for—illuminating, understandable, helpful information about the breath-taking world in which they live.

This LIFE does with its unique picture-and-word editorial technique—reporting, interpreting, clarifying in a vigorous way that makes truth and reality fresh, easy to grasp, and fascinating.

That is why millions are eager to pay



out more money for LIFE than is paid out for any other magazine. And it is why these millions like to pass LIFE on to millions more to see, read, and absorb.

It is the reason why LIFE has become so solidly established as a *necessity of modern American living*—and the most potent marketing force in America.

*Scientifically established and reported by LIFE's Continuing Study of Magazine Audiences. Latest audience totals, from Report No. 4:

COLLIER'S	14,750,000
LIBERTY	12,900,000
LIFE	20,450,000
SATEVEPOST	13,050,000



WOODROW WILSON
Popular vote in 1912 . . . 6,286,214;
in 1916 . . . 9,129,606



WARREN HARDING
Popular vote, 16,152,209



CALVIN COOLIDGE
Popular vote, 15,725,916



HERBERT HOOVER
Popular vote, 21,392,190



FRANKLIN ROOSEVELT
Popular vote in 1932 . . . 22,821,857;
in 1936 . . . 27,752,309;
in 1940 . . . 26,361,762 est.



YES... IRON IS ESSENTIAL for growing youngsters (and for grown-ups, too) to help build good, healthy, red blood. Bosco adds to milk iron that is lacking in many foods. And children drink more milk with chocolate-flavored Bosco. Costs so little, too.

IRON: Relative avail.
SPINACH
RAISINS
BOSCO

Easy to mix. Bosco is a concentrated liquid. Stir one teaspoonful of chocolate flavored Bosco into a cup of whole milk (hot or cold) and it's ready.



Buy Bosco today from your milkman or grocer. If he does not handle Bosco, mail us his name and address. We'll see he's supplied. Bosco Co., Inc., 180 Madison Avenue, N. Y. C.

FROM LIFE'S CORRESPONDENTS

(continued from p. 11)

that they can't go back to sleep after the early morning awakening.

Before the War there were half a dozen hotels in London, such as the Ritz, Claridge's, the Savoy, the Berkeley and the Carlton, where diplomats and society folk, champagne salesmen and spies found leisure and did their business. Now one hotel—the Dorchester—stands out above all the others. It is to London what the Adlon is to Berlin; the Park to Istanbul, the Grand to Rome, and the Palace Athénée to Bucharest.

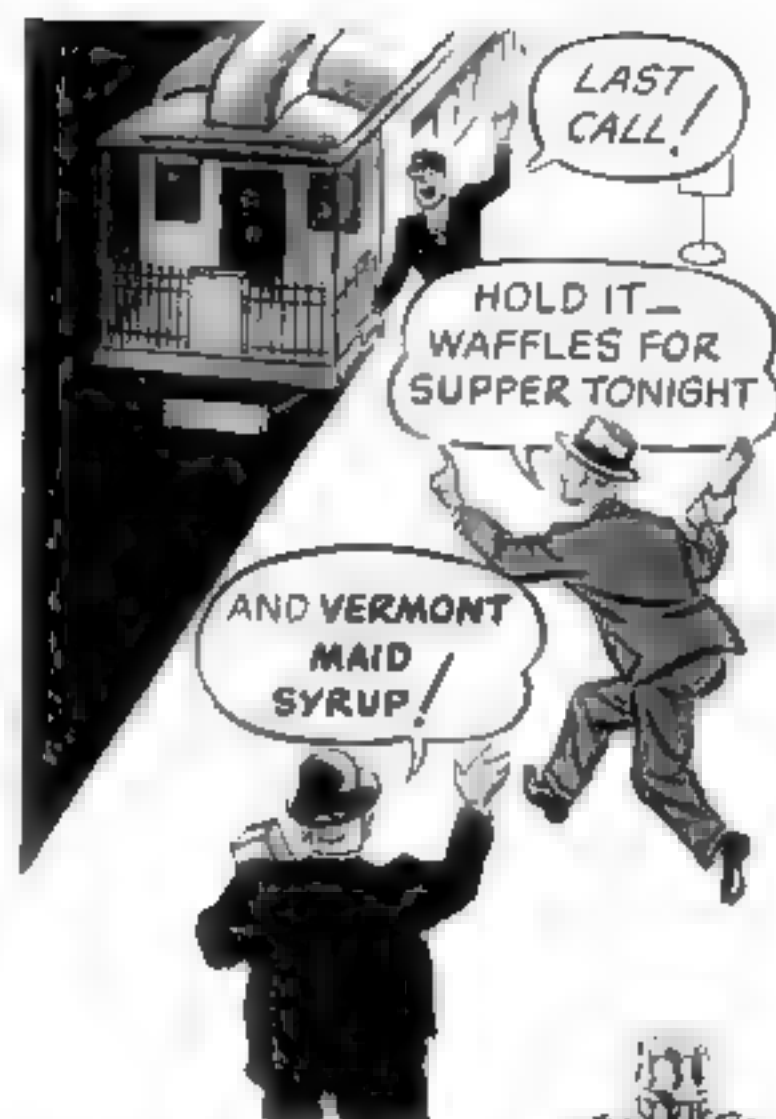
Foreign Secretary and Lady Halifax have taken eight rooms at the Dorchester, one of which has been converted into a chapel where Lord Halifax can pray. The Minister of Information and Lady Diana Cooper have rented four rooms, but they sleep in the safety of the women's gymnasium which has been specially cleared for them. Another resident is Britain's new Minister of Supply Sir Andrew Duncan. The Halifaxes are never seen in the main lounges, but the Coopers and Duncan are often about. Duff Cooper, always serious and preoccupied, strolls into the dining room almost every Monday night with Lady Diana who usually wears a long, black, tight-fitting skirt and a rum-bow-colored blouse. One of their recent guests was slim, beautiful Eve Curie who is also residing at the hotel.

The main reason why the Dorchester has become so popular is that it is judged to be one of the safest buildings in London. Between the mezzanine and first floors is a 4-ft. layer of reinforced concrete, and there are 8-in. layers between each of the other seven floors. Experts seriously doubt whether even a 1,000-lb. explosive bomb could penetrate more than a few top floors.

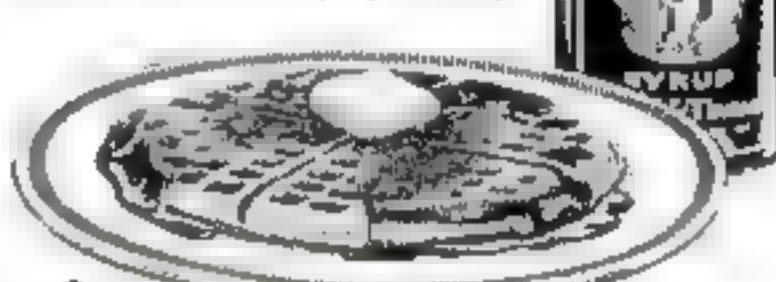
If it were not able to offer such comparative safety, the Dorchester would probably be deserted, as it is situated not far from some of the strongest anti-aircraft guns which can be clearly heard all night long.



LORD HALIFAX, with pillows in hand, descends to the Dorchester's basement.



Everyone comes on the run for this syrup with that real Vermont maple sugar flavor—a perfect blend of cane sugar and genuine Vermont maple sugar that enhances the maple flavor. Makes it richer. Buy a jug today!



Vermont Maid Syrup



No. 855. Any two similar signatures very faithfully engraved. Silver-plated case. \$3.50. No. 250. (Plain) \$2.50.

Rich, engine-turned designs. 14 K Gold \$125. Sterling \$20. Chrome, \$2.50.

No. 10. Only Windproof table lighter. 4 1/2 inches tall. Now only \$7.50.

Give a ZIPPO and be remembered day after day long after other gifts are forgotten. because ZIPPO always lights anywhere in any weather—even a pipe in a gale... because ZIPPO is LIFE-TIME GUARANTEED (no one ever paid a cent to repair a ZIPPO). gadgetless design, permanent wick, extra big fuel supply. Standard Model \$2.00.

For sale at better stores. Shipped direct in handsome gift box to any address if dealer can't supply you (incl. dealer's name).

Send for New Catalog

ZIPPO MANUFACTURING CO. DEPT. L, BRADFORD, PA.

No. 800. Lifetime engraved initials in any color. Most popular personal lighter. Two-tone chrome case \$5.00. No. 250. Plain, \$2.50.

ZIPPO Windproof LIGHTER

(continued on p. 20)

THE SAME TROUBLE THE BABY HAD!

IF LOSING your hearing hurt as much as a toothache, the chances are there wouldn't be so many hard of hearing people in America.

But unfortunately, the early stages are so gradual that often a man doesn't realize his hearing is slipping. And when he does, he shuts his eyes to it, because he doesn't know that his hearing loss isn't just the physical inability to hear what's said . . . but often a progressive handicap that may develop into many unforeseen and troublesome complications.

Take for example, your so-called "sound vocabulary". Understanding what you hear depends on the association of sounds and meanings. It begins in infancy when a baby, picking up a beet, for instance, tries to tie the looks of the beet with the sound of "beet". Gradually, a meaning is associated with that sound in the baby's memory.

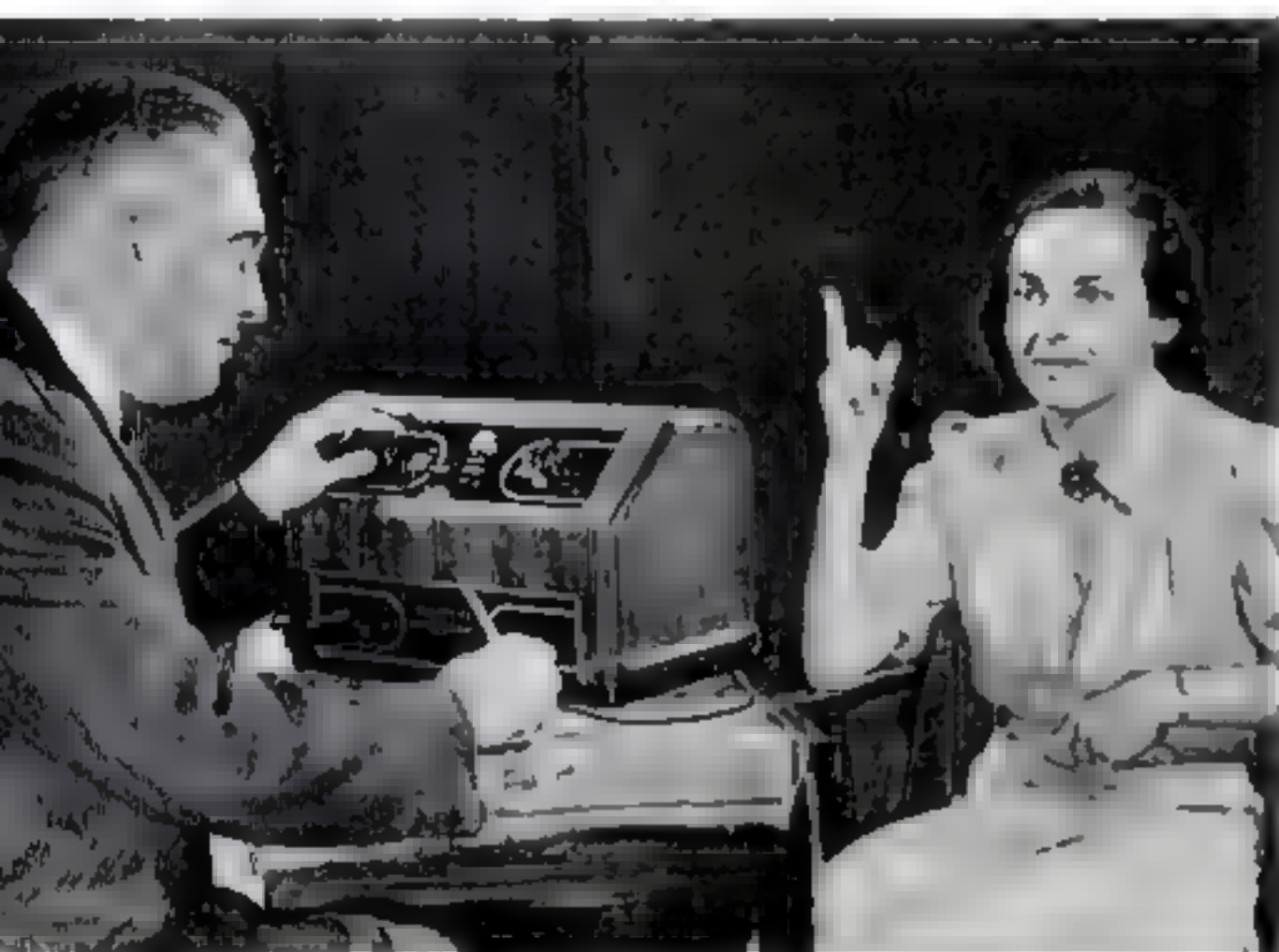
Such a "vocabulary" of thousands of associated sounds and meanings is essential to our daily life. But when a man's hearing begins to slip, he often stops trying to hear. As a result, he forgets the meanings of sounds. And later on, he may find he's back with the baby, trying to re-learn the meanings of everyday sounds.

But, aside from this "sound vocabulary", there are scores of other social, personal and psychological factors involved that can wreck a person's entire life. And one of the great forces in the betterment of the lives of millions of hard of hearing Americans is the nation-wide campaign of personal education and practical help carried on by Sonotone Consultants.

Today no hard of hearing person need risk his future by neglecting his hearing. For today, thanks to the brilliant scientific research Sonotone has carried on for 8 years, 95% of America's hard of hearing people can be given amazingly improved hearing by a Sonotone audicle so tiny and unobtrusive that it is less noticeable than a pair of glasses.



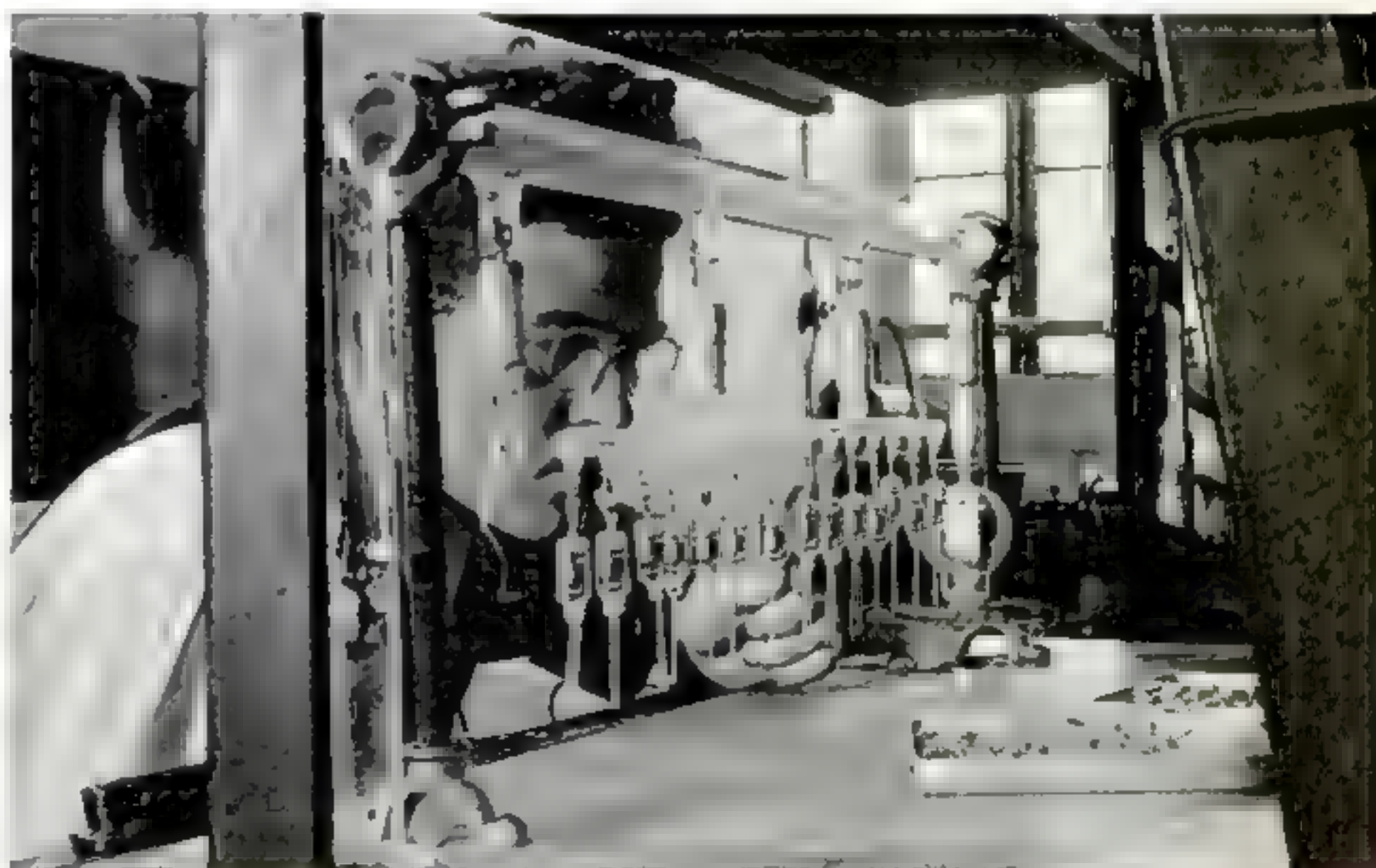
The photograph below shows one corner of the great laboratories at Elmsford, N. Y., where Sonotone carries on the most extensive scientific research that has ever been done on hearing aids. . . . One of the brilliant triumphs of these great laboratories is the new vacuum tube instrument (illustrated at bottom of page) in which Sonotone pioneered the application of the principle of radio to making hearing easier.



Precision fitting is one of Sonotone's great contributions to America's better hearing. With the new continuous-tone audiometer developed by Sonotone research, Sonotone Consultant William L. Fawcett, Hartford, Conn., analyzes the hearing needs of Miss Elizabeth N. Symonds, her hearing instructor in Hartford Public Schools, and a Sonotone user.



With the Audioscope, Consultant Fawcett is able to determine which of the more than 1,000 possible Sonotone adjustments is best for Miss Symonds' needs, and fit the instrument to her specific hearing needs as if made to order.



Sonotone Hartford Co. hearing aids 647 Main 6-307

Detailed information on Sonotone is at the other end of your telephone. Look under "SONOTONE" in your local phone book (there are offices in 120 cities) . . . or write Sonotone, Elmsford, N. Y.

Both Schools of Thought AGREE ON THIS SHAVE SET



You may belong to that multitude who insist on using a shaving brush—or to those who like an electric razor. In either case you'll find this Old Spice set the perfect finish to any shave! The bracing after-shave lotion makes your skin tingle with well-being. The super-fine talcum soothes and refreshes. Famous old trading ships decorate the handsome pottery containers and the wood veneered chest.

*Old Spice Men's Toiletries may be bought singly,
or in popular combination packages up to \$5.00.*



Pottery shave mug brimful of Old Spice Shave Soap. In red-lined wood veneered chest . . . **\$1.00**



Contains Old Spice Shave Soap (in pottery mug), Talcum and After-Shave Lotion . . . **\$2.75**

A SHULTON ORIGINAL

• Trade Mark Reg. U. S. Pat. Off. • SHULTON, Inc., 5th Avenue, N. Y. C. • Hoboken, N. J.

FROM LIFE'S CORRESPONDENTS

(continued)

An almost incredible sight is the main lounge any time after 11 p. m. Every available chair and sofa is occupied by men and women trying to sleep. (They prefer the lounge to the shelter partly because it offers almost equal protection and partly because the shelter is permeated with odors from the nearby kitchen.) Some are in pajamas under dressing gowns but the majority just half lie and half sit in their street clothes. Some bring pillows and blankets down from their rooms.

Most of the slumber-seekers are rich old women who do nothing during the day, but refuse to leave their beloved London. There is one, aged about 60, who hobbles in on two canes every night and plops herself on two chairs between stone pillars which apparently in her opinion provide an extra measure of protection. She always wears the same black dress and the same broad-brimmed hat (see drawing below). Many people fall asleep and snore over their Scotch-&-sodas or brandies. When the guns boom they awaken with a jerk and swallow another drink. The scene becomes very depressing after a while.

In the early hours of the evening the most active place in the hotel is the American Bar, run by Harry Craddock, a native of Chicago's Halsted Street. Harry has been bombed out of his house three times since the blitzkrieg on London began. His bar is packed every noon and night with beautiful Mayfair society women and others less respectable, with soldiers and sailors, with newsmen and diplomats. The war has done a lot to drive



THE OLD LADY IN BLACK

out the inclinations of drinking Britishers, now they make nearly as much noise as the guns outside, and have as much fun as the Americans.

The food is good at the Dorchester but the service is bad. In the main-floor grill or dining room it's possible to order almost the same dishes as were listed on the menus before the onslaught began. Steaks, however, are somewhat smaller and less tender, and fowl is now featured. Only small portions of sugar are served and when guests request a second pat of butter the waiter brings margarine, which even gourmets now eat with relish. (When the war first started it was the rule for waiters to tell their customers if margarine was being served. Now people take it for granted that they're eating margarine most of the time.)

The war has frazzled the nerves of some of the Dorchester waiters and it's almost impossible for them to go through a day without smashing some-



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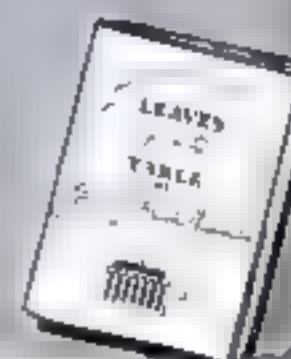


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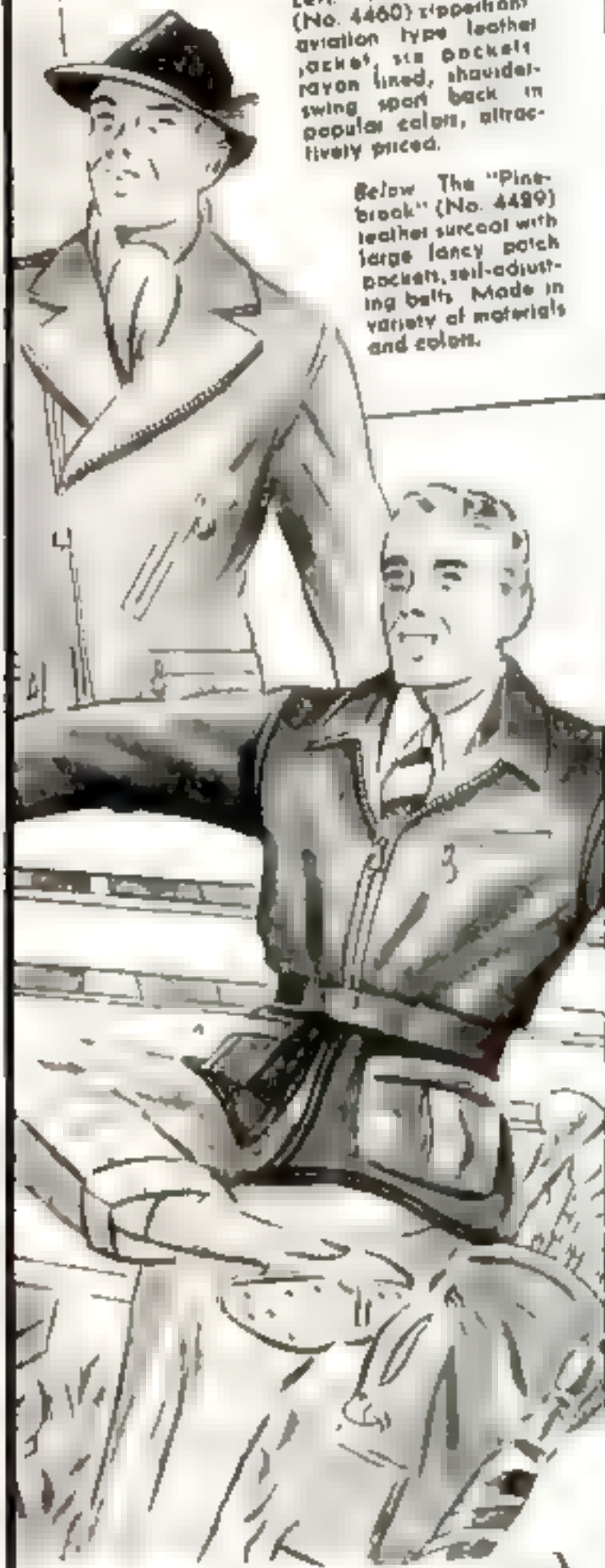


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Retail merchants feature outdoor garments with the Knopf label. In design, in workmanship and in materials, real craftsmanship makes Knopf sportswear outstanding for comfort as well as appearance, for utility as well as style. You'll see Knopf jackets, macinaws, surcoats at the country clubs, the air fields and the golf links, men who love the outdoors know the genuine value of Knopf materials and workmanship.

Left: The "Aviator" (No. 4460) rip-resistant aviation type leather jacket, six pockets, rayon lined, shoulder-swing sport back in popular colors, attractively priced.

Below: The "Pinebrook" (No. 4489) leather surcoat with large fancy patch pockets, self-adjusting belt. Made in variety of materials and colors.



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KNOPF

SPORTSWEAR

FROM LIFE'S CORRESPONDENTS

(continued)

thing. In the dining room and grill the chatter of flying dishes and utensils is earsplitting. It takes ages to consume a meal. At the reception desk the service is equally bad. To this I can testify personally for four days the books of the hotel had me registered as Walter Greenbaum. To aid the many employees who have been bombed out or suffered other misfortunes, the management recently started a fund to which guests are invited to subscribe. A list of contributors with their signatures is posted in the front lobby. Among



LORD ALFRED DUFF COOPER

them are Lord Halifax, Duff Cooper, Vincent Massey and Somerset Maugham, all of whom gave £3.

On the whole the residents of the Dorchester are probably standing up to the raids as well as any other group in London. One reason for this is that most of them, being diplomats, newsmen and soldiers, have seen war at close quarters before. Indeed it's nothing unusual for a score of people to be on the roof at night watching the air-raid proceedings. When a Molotov breadbasket dropped in the neighborhood a couple of weeks ago, there was a mad rush for the door not for people wanting to come in, but for people wanting to go out and have a look.

WALTER GRAEBNER



"OR, IT'S THE VISCOUNT," cry ladies at sight of Lord Castlerose, famous society columnist, sometimes mistaken for a barrage balloon broken loose. White waistcoat, worn with lounge suit, is said to be for visibility in blacked-out streets.

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by RIPLEY



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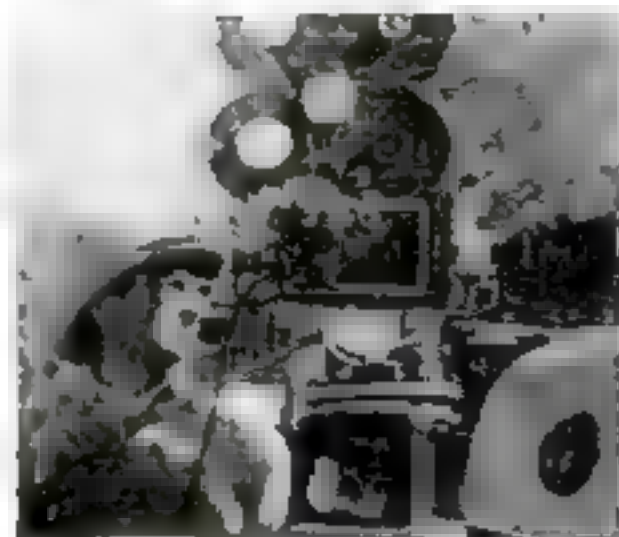
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LIFE'S PICTURES



On the job again in Hollywood, John W. Boyle looks back on as great a feast of picture-taking as any photographer has ever had spread before him. Photographic Director of the Thaw Asiatic expedition, he exposed some 400,000 ft. of color and black-and-white movie film in the course of a 20,000-mile land yacht trip from Paris overland to India (see pp. 67-73). As subjects he had, among countless other things, a Bedouin desert feast, the exquisite mosaics of the Pearl Mosque, the palaces, treasures and silk-robed courts of nine Indian maharajas. His pictures not only make a series of gorgeous travelogs, they constitute a documentation of Oriental civilization that may never again be duplicated. They are already scheduled to become permanent possessions of the British Museum.

The following list, page by page, shows the source from which each picture in this issue was gathered. Where a single page is indebted to several sources credit is recorded picture by picture (left to right, top to bottom), and line by line (lines separated by dashes) unless otherwise specified.

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12—2nd row from col. R. GEORGE STROCK, OCH.
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13—CPL. ACME—DOE, A. P.
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25—WALTER B. LANE
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82—EISENSTADT-PIX, W. W.
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102—BENE W. P. LEONHARDT

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LIFE'S COVER. Comparative newcomer among the many animals used to keep U. S. women warm is the wolverine, a carnivorous American mammal, a coat of which is shown on this week's cover. Although the wolverine's personal habits include thievishness and cunning, northern tribes prize its fur because the frost cannot cling to its long, glossy guard hairs. The coat on the cover, worn by Alice Eyland, costs about \$200, is one of the many sturdy flattering furs now being used for inexpensive coats. For additional "budget" furs see pages 90-91.

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I've got a one-room farm in Chicago

1. For six years now, I've had one of the nicest one-room-and-kitchenette apartments a girl ever powdered her nose in. But every July, I get a large-sized yearning to get back to Mom's farm and fundamentals like shade trees and succotash. So I always scoot home for a few weeks.



2. But this year, my magazine job kept me tied in knots all summer—and it was late September before I got a big enough breather to go home. I was sure glad to be going, but because it was so late I did feel cheated about the fine, fresh-from-the-garden food I'd miss.



3. However, as I sat down to the first evening meal, any ideas I'd had about being swindled went poof. There, sitting in the middle of the table—drowned in a ton of butter—was a bowl of green and golden succotash that fairly screamed fresh at me.



4. "I made it with one box of Birds Eye Quick-Frozen limas and one of corn," smiled Mom. "The reason it's so wonderful is that the Birds Eye folks pick those vegetables at their lushest peak, immediately whisk them into their Quick-Freezer, and seal in all the goodness."

5. "I also love the idea," Mom continued, "of Birds Eye Foods coming cleaned, ready to cook. If I lived in a city apartment, like you, I wouldn't think of using anything else. And, since you don't pay for any waste, just for food, I do believe Birds Eye things are cheaper."



6. From then on, Mom plied me with the Birds Eye works, from raspberries to spinach. I just purred and ate. And now, this little farmer's daughter is enjoying farm-fresh foods the year 'round. I always have Birds Eye in the icebox and I call my place the one-room farm."



7. Where can you buy these delicious foods? . . . You may not always find a Birds Eye dealer right around the corner. For all stores do not yet have these grand foods. But it will be worth your while to look for one. Finding it, can bring you the food thrill of your life. Remember, Birds Eye represents only the top quality in quick-frozen foods. Therefore, be sure you look for the Birds Eye in the window, and the Birds Eye on the package.

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"QUEEN ELIZABETH" SLIPS DOWN HUDSON RIVER TO ENTER WAR AT SEA. IN FOREGROUND ARE EMPTY PIERS LEASED BEFORE WAR TO GERMAN LINES BY PORT OF NEW YORK

THE WORLD'S BIGGEST SHIP LEAVES NEW YORK TO JOIN THE WAR AT SEA

The war at sea last week challenged the war in the air for front-page space in the world's newspapers. A German sea raider caught a British convoy in mid-Atlantic (see next page). The loss of routing was loud in British and German shipyards where cargo ships and the submarines to sink them with were rolling off the ways (see pp. 28-29). British torpedo planes caught the Italian Fleet in Taranto harbor and panted it hard (see p. 32). Finally the war reached into New York harbor and plucked out for use as a British transport the world's biggest and fastest liner, the 85,000-ton *Queen Elizabeth* (above).

This was proof indeed that the British are feeling

the pinch of the German sea war. The *Queen Elizabeth*, named for the plucky present Queen of England, was built as a crack luxury liner. Last March, her interior still furnished, she was sneaked out from under German bombs to New York. Her handsome cabins, swank furniture and carpets were ripped out and she was refitted with long bunk rooms. She took on 5,000 tons of butter, tons of meat and barrels of beer. Her crew was brought up to 465. On Nov. 12, in the midafternoon dusk of the Hudson River, she trumpeted four short hoots and two long ones. She edged out into the river and made off at 30 knots for points unknown, in a gray drizzle. She flew the Red

Duster of the British merchant fleet. Somewhere she will get guns and fire-control. Then perhaps she will turn up in Australia to carry a full division at a time where it is needed. As she left the harbor, a sailor discharged for insubordination muttered into his beer: "She's in the bloody war now, God bless her, and all in her."

But the strength of Britain is that her ships can still sail the seas, despite the fractional hazards of German raiders. What happens when German ships try to put out onto these British seas was shown when the British promptly nabbed four brash German ships that last week put out of a Mexican port.



THE GALLANT BRITISH MERCHANT CRUISER "JERVIS BAY" GOES DOWN IN FLAMES AFTER SUICIDE AGAINST GERMAN SEA RAIDER WHOSE ANTI-AIRCRAFT GUNS SHOW IN FORE-



Sub-Lieut. J. G. Sargeant of Bournemouth, England, was at forward fire-control station in battle



Stoker Warren Stevens of Lunenburg, Nova Scotia, hid oil below decks through scuttle



Christie Funge of Winnipeg, assistant to engineer, was playing cards below



William Cooper, London shoemaker and scuttle messenger, was repairing shoes at call to action



GROUND. GERMAN STAR SHELLS LIGHT UP ESCAPING SHIPS. NOTICE MEN IN WATER

BRITAIN vs. GERMANY

GERMAN SEA RAIDER CATCHES A BIG CONVOY

A herd of freighters crept across the mid-Atlantic Ocean as the sun sank on the evening of Nov. 5. Their sole protection against the enemy was a converted British merchant liner, the 14,000-ton *Jervis Bay* which had been fitted with five 6-in. guns and manned by a Royal Navy crew. Just as the peaceful day ended, steel masts of a German warship tipped over the horizon, a wolf presented with a year's supply of sheep. German guns flashed and it seemed as if the whole convoy was doomed.

The totally outclassed *Jervis Bay* turned straight toward the enemy, firing with its forward guns. Nevertheless the *Jervis Bay's* job was to save precious minutes in which the ships of the convoy might scatter in all directions into the night. Almost at once the German began hitting it. Reported Lieutenant Sargeant, a survivor: "The German fired two salvos which missed us but the third hit a bit forward, carrying away one gun. I was told the bridge had been blown away. Then the *Jervis Bay* took a direct hit, completely destroying the control room. Within the first 15 minutes we were completely disabled and for another half hour we were being hit. It was just firing practice for them.

"When I went up," said Stoker Beaman after his rescue, "the forward part of the ship was a shambles. Dead and wounded were lying around and the ship was afire. There was not a sign of panic." Said another survivor: "After we abandoned ship I did see figures on the bridge. I guess they were dead. When the ship started her last plunge I could see some of them dropping off into the sea. . . . I was on the boat deck. I jumped from there, about 40 ft. So long as we have men like the captain and the brave lads that went down, Jerry can never lick us."

Stoker Stevens, swimming stanchily, was overlooked by his mates, found a hatch and hung on for ten hours. "The old *Jervis Bay*," he said, "went down while I was only 100 yd. away. Gosh, I was proud of her!"

The result was that 34 of the 38 ships in the convoy escaped. Of the *Jervis Bay* crew, 65 were picked up by a Swedish freighter in the convoy, which carried them back to Halifax where they told their stories.



BURNED IN ACTION, SEAMAN DONALD BAIN OF CHATHAM SMOKES CIGARET IN HALIFAX



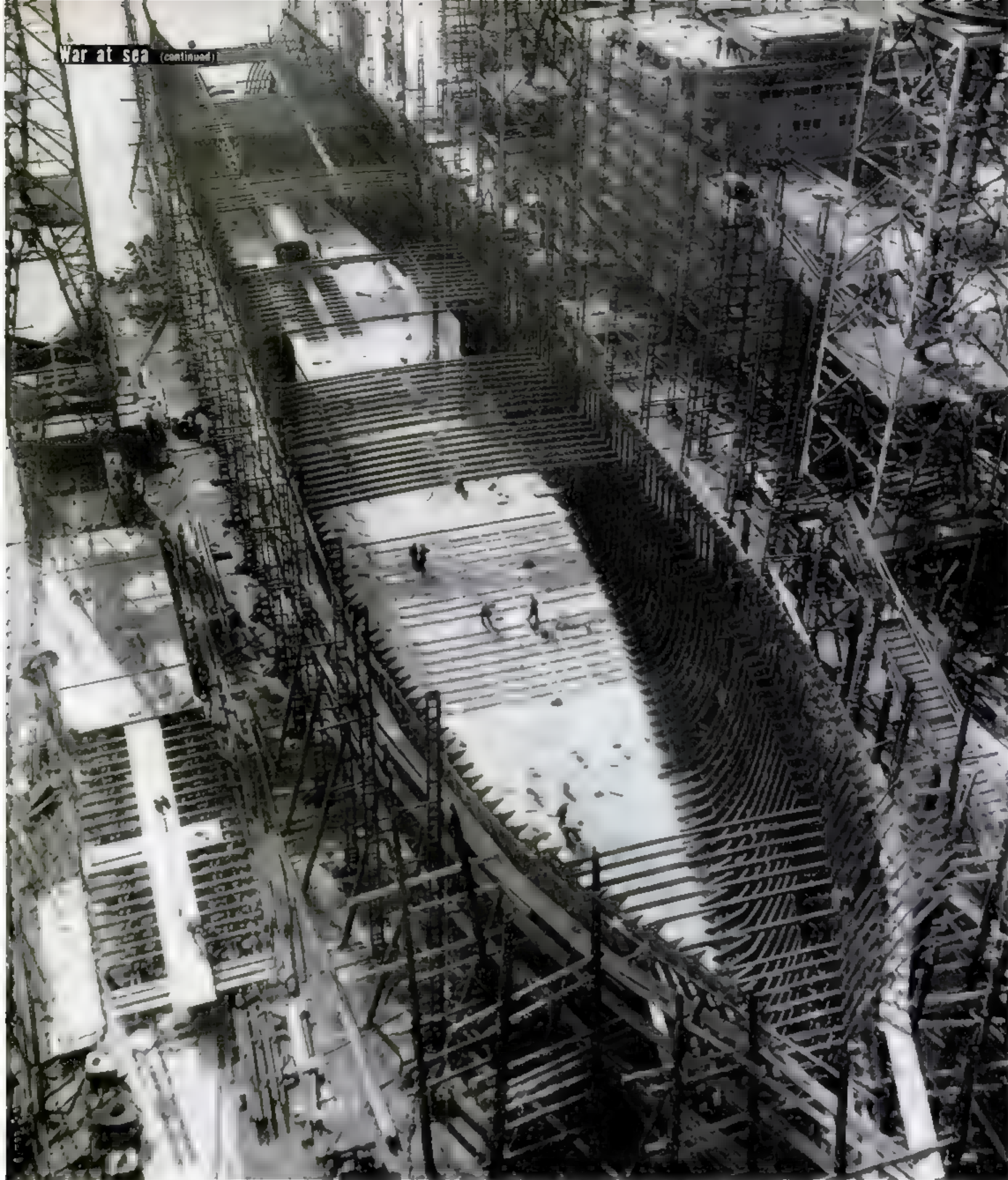
Harry Bonney of London remembered the captain's promise to engage any enemy met at sea



Engine-room Artificer George Beaman, who worked below during the battle, got on a raft, finds wife Iola and baby and his favorite dish, beefsteak & onions, in Halifax.



Petty Officer Charles Castle was at transmitting station, saved cap three times from water.



BRITISH FOUND OUT BY OLD-STYLE METHODS A 5,000-TON MERCHANTMAN TO REPLACE ONE SUNK AT SEA. IN THE WAYS AT THE UPPER RIGHT ANOTHER IS NEARLY DONE

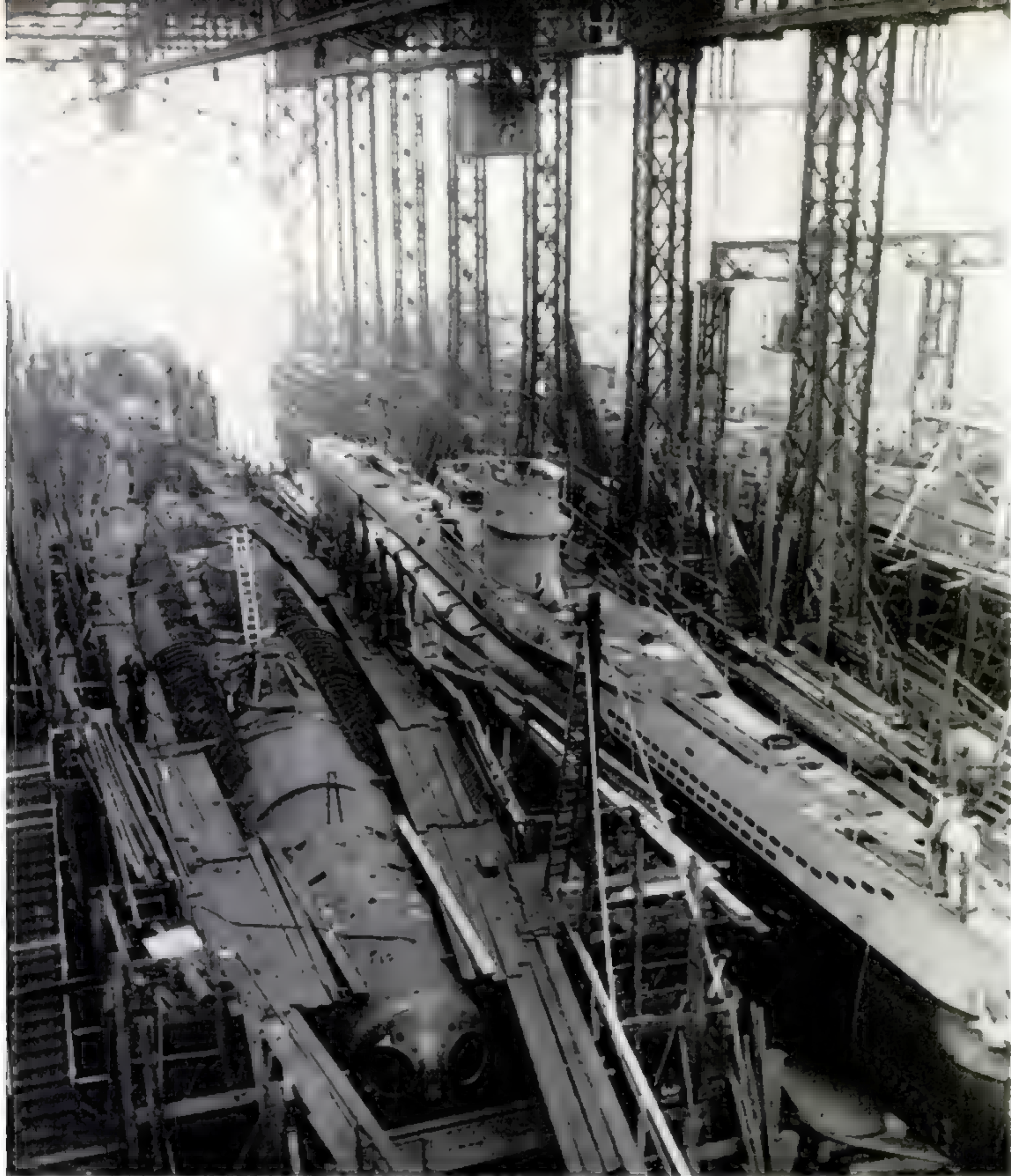
SHIPBUILDING RACE

BRITAIN RUSHES NEW FREIGHTERS WHILE

GERMANY MAKES U-BOATS TO SINK THEM

For the outcome of the Battle of Britain, look to the shipyards of England and Scotland. If these can turn out new bottoms to carry Britain's goods as fast as the Germans sink old ones, Britain has a good chance of winning. If German bombers can destroy these yards and docks, Britain is lost. You see above one of the hundreds of British ways where a 5,000-ton freighter is being turned out in seven months, instead of the pre-war twelve months or more. It has pretty lines but it is slow work.

For contrast, look at the other shipyard, a German yard producing submarines. Most of the parts have been made elsewhere in Germany and are merely assembled here on the water. The Germans have been working on submarine construction, design and pre-fabrication since the last war. Under the roof of the gantry in the foreground are two ways. Each can hold two submarines. The one at left has only its inner core and conning tower. The holes for



THE GERMAN U-BOAT SUBMARINES THROUGH SHIPYARD BY THE FABRICATION AND MASS-PRODUCTION METHOD. THREE ARE VISIBLE ABOVE, FOUR MORE IN YARD BEYOND

the torpedo tubes are still visible at the bow. The ballast tanks are just being fitted along the side amidships. The submarine at the right of the way is nearly finished, a lifebelt already lying against its streamlined bridge. Its superstructure is nearly complete. Just behind it, the open space is where a finished U-boat has just been launched. The near submarines are 500- to 750-tonners. The one at the upper left is a 950-tonner. In the next set of ways four more submarines are just visible. The light ones can probably be turned out in three months.

The British obviously have not let these dragons' nests alone. They have bombed Hamburg's Blohm & Voss works, the Krupp Germania Yards and the Deutsche Werke at Kiel, the Deschimag submarine yards at Bremen, many others. But they have generally bombed them at night, when accuracy is considerably lowered. They claim to have left the Blohm & Voss works a smoking

ruin, but the claims of the most honorable airman are always optimistic. The British say that Germany will shortly launch a new giant submarine which carries 20 torpedoes (against a little one's six) and can act as a surface raider at night. Germans deny this, say that 750 tons is as big as they need to get.

Against such enemies, the demands on the British Navy are colossal. The loss of the French Navy was a bitter one. Now British (plus 50 old American) destroyers must convoy, patrol, hunt submarines, protect British cruisers and battleships. The casualties, by submarine, bomb, mine, accident and plain wear and tear, are enormous. The lines of British control of the sea have already been stretched perilously thin.

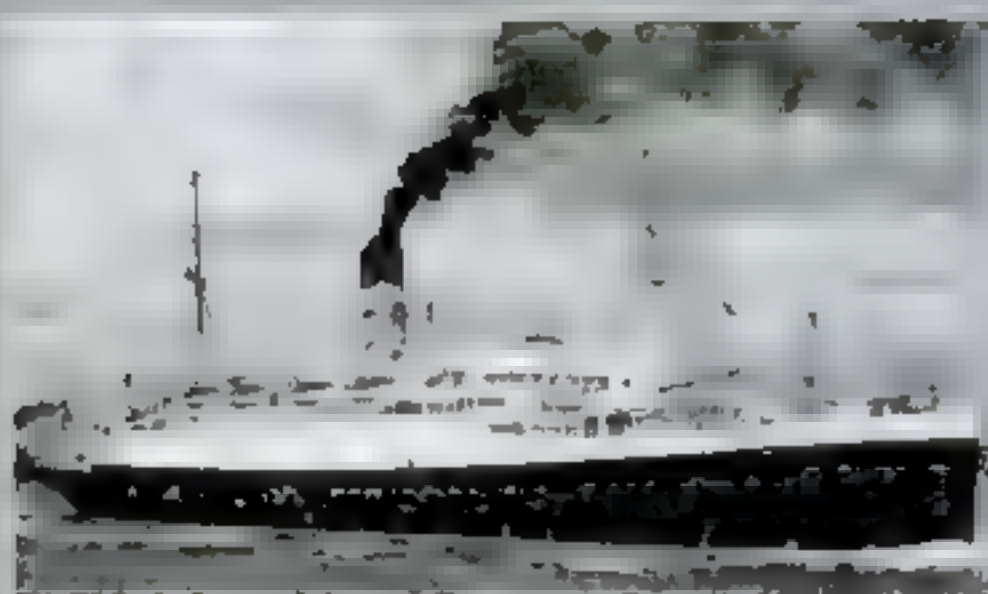
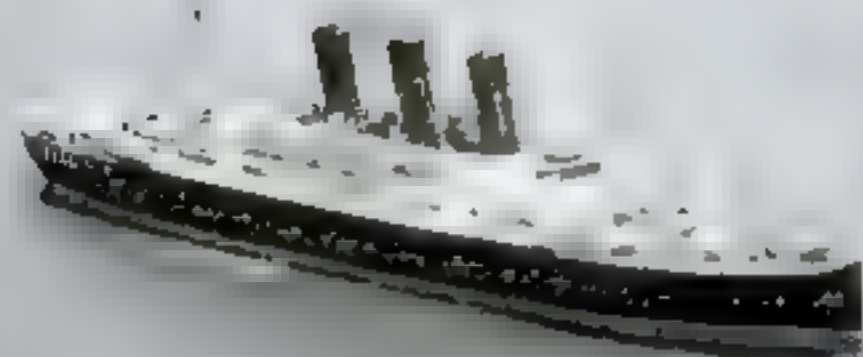
Britain is a shipbuilding nation. In her best year of 1920, she built 618 ships of more than 2,000,000 tons, one-tenth of her whole merchant marine. She is probably close to that figure today, but effective bombing may sharply cut it down.

CRACK MERCHANT SHIPS SUNK BY SUBMARINE AND BOMB IN THE WAR AT SEA

Once the people of America and England sailed the seas on these liners. Today they are all flooded hulks on sea bottom. Among them they total 420,000 tons of the 3,600,000 tons of merchant shipping so far destroyed by Germany. Their names are familiar to thousands of American travelers: *Californian Express*, *British Columbia*, *Champion American Shipper*, *American Merchant*, *American Trader*, *President Harrison*, *Union*. Some were sold by their U. S. owners to the Allies and sank under other names. Some were refitted by the British Navy and fought as armed mer-

chant cruisers. Others were British cruise ships to South Africa, the West Indies, the Orient.

England will ultimately win any war if she keeps her bases, including her home base, functioning and her merchant ships carrying the world's commerce. She herself owned at the start of the war 21,000,000 tons, nearly one-third of the world total of 48,000,000 tons or about 30,000 ships. She is building more as fast as she can and she is using large remnants of the Danish, Norwegian, Dutch, Belgian and French merchant fleets. She can buy or rent enough of the rest of the world's



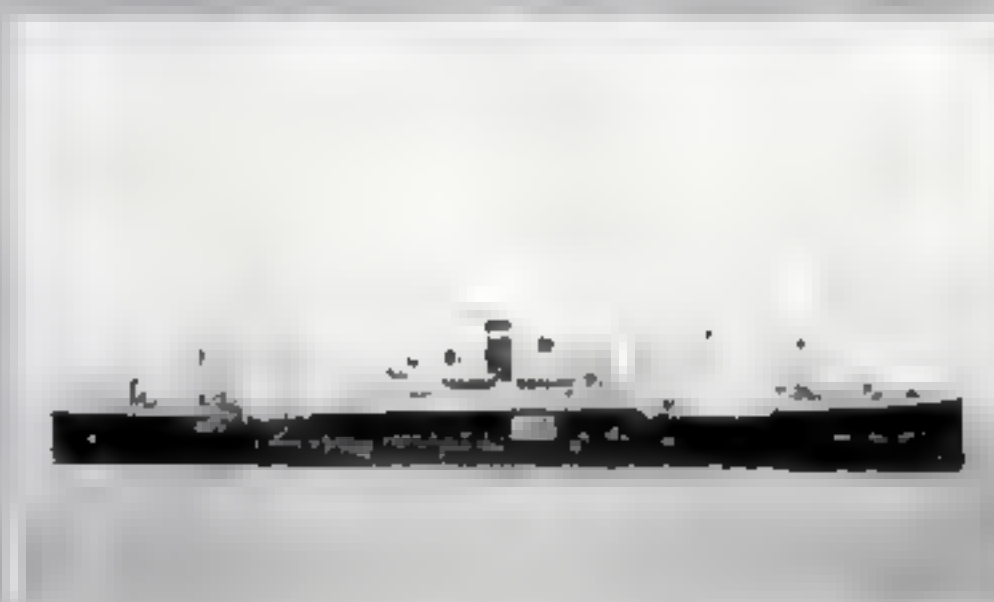
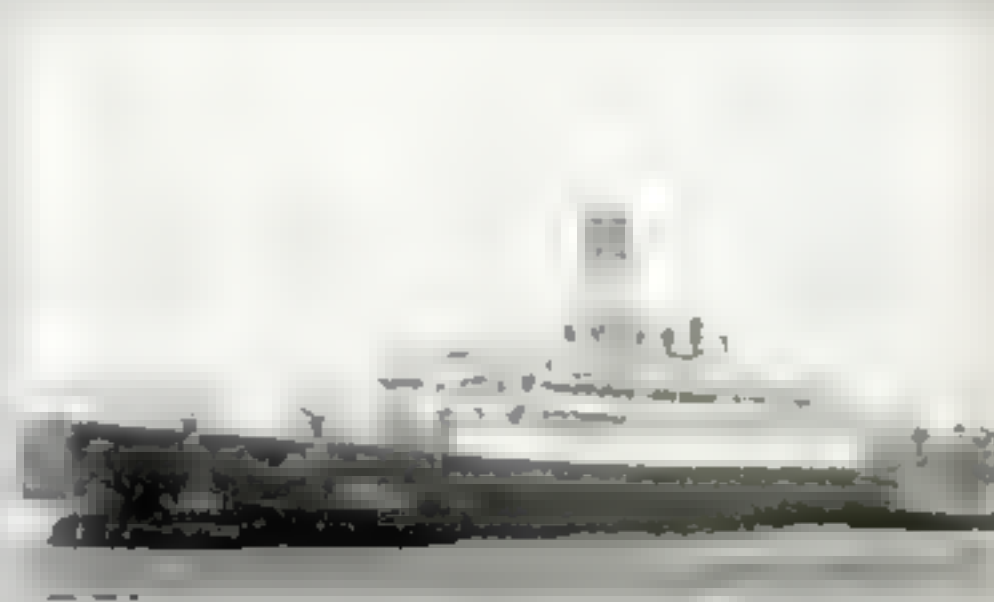
shipping to give her an overwhelming majority of all ships afloat. After one year of war, in fact, both imports and exports were up. Her ports and shipyards are booming, despite German bombings, and her people are eating fairly well.

Nevertheless the German counter-blockade, by submarine, mine, bomber and sea raider, has the makings of disaster for England. The cargoes that go down in the sunken ships are dead loss. The rate of sinkings has been estimated as rising from a monthly average of about 200,000 tons to nearly 400,000 tons. The Germans claimed to have sunk

327,000 tons in 15 days in October. German U-boat Commanders Prien and Kretschmer claim to have sunk more than 200,000 tons apiece. England admits losses of 762 British, Allied and neutral ships in one full year of the war, of which more than half were British. German claims are more than double that, though occasionally they are toned down to totals not far from the British figures.

This is bad but not immediately fatal. It will become fatal, however, if the Germans manage to destroy British shipyards and drydocks by bombing. Then the great masses of ships damaged by

torpedo or bomb cannot be repaired. New building will stop. England will die slowly on its feet, with the ghastly smile of economic paralysis on its face. Last week British ministers were warning their people of the drastic threat of the German counter-blockade, now more ominous than the threat of invasion. It was taking its most terrible toll, not of the handsome liners shown here, but of the dirty little freighters of 2,000 tons. These are the coasters of Massfield's poem, "*huffing through the Channel in the mad March days, With a cargo of Tyne coal, road-rail, pig-lead, firewood, iron-ware, and cheap tin trays.*"





BRITISH FAIRY SWORDFISH PLANES THROW 2,100-LB. TORPEDOES AT "CAVOUR" BATTLESHIP (RIGHT), SUPPLY SHIP (LEFT) AND HEAVY CRUISERS (BACKGROUND)

BRITAIN vs. ITALY

BRITISH FLEET SWEEPS MEDITERRANEAN

The job of a Navy is to knock the enemy's Navy off the seas, winning the trade routes for its own merchant ships. In this war the Italian Navy has strangely funk'd this job. The climax of the Italian humiliation in the Mediterranean came in the bright moonlight of Nov. 12 over the main Italian base of Taranto, under the instep of Italy's boot.

The British battle fleet out of Alexandria had made a 4,000-mile sweep of the eastern Mediterranean looking for the Italians. Throughout, the Italian Fleet hugged the harbor of Taranto. On the evening of Nov. 12, the aircraft carriers *Eagle* and *Illustrious* steamed within range of Taranto and shot off their torpedo planes, while the rest of the British Fleet lay in wait for the Italians.

The British planes caught the Italians like sitting birds, their anchors down, their crews asleep. The planes raced low over the water, released their torpedoes at about a mile. Most were hits. The drawing above by a LIFE artist is based on reliable reports of the attack.

Two battleships of the *Conte di Cavour* class were badly hit, one of which was beached. Another battleship of the *Littorio* class was left listing with fore-castle submerged. Two cruisers and two supply ships were half-sunk. This was a temporary loss of half the Italian battle line of six battleships. It gave Britain absolute superiority in the Mediterranean, released British ships for jobs elsewhere.

Just a month before, another British sweep of the Mediterranean used the famed light cruiser *Ajax* as a decoy. Attacked by fast torpedo boats, the *Ajax* picked off two. Then it came on an Italian squadron. It crippled a destroyer but, having been hit itself, could not pursue. With the cruiser *York*, next dawn it again found the destroyer, now under tow. It was the crack 1,620-ton *Artigliere*. The rest of the Italians abandoned it and scuttled home. The *York* sportingly gave the Italian crew a half hour to abandon ship. It can be seen above right, its crew small dots under the guns of the *York*. The *York*'s 8-in. shells presently produced the spout of flame shown at bottom right. Finally a blast from the *York* touched off the Italian's magazine and sent into the sky the imposing column of doom shown on opposite page. The British impudently radioed the position of the Italian survivors on an Italian commercial wave length, thus giving their own position to Italian bombers. Then they went home.



Guns of the "York," British heavy cruiser, shell the Italian destroyer *Artigliere* after crew has taken to boats (top). A final British shell hits magazine (bottom), causes black spout



LIFE ON THE NEWSFRONTS OF THE WORLD

Hitler labors with uneasy allies; cataract of disaster hits post-election world

In history's album, considerable space will be taken up by pictures of Adolf Hitler and Someone of Great Importance discussing something of great importance. Already in the album are pictures of Hitler and Chamberlain, Hitler and Mussolini, Hitler and Daladier, Hitler and Franco, Hitler and Laval. To the album last week was added Hitler and Molotov (below).

Viacheslav M. Molotov, Soviet premier and foreign commissar, is a stubby Bolshevik with the bourgeois habit of tipping his hat to German officers who salute him. He came from Moscow to Berlin with three-dozen government experts. He stayed two days, talked with Hitler for seven hours.

The communiqués reported that Hitler and Molotov had reached "an agreement on all important questions that are of interest to Germany and the U. S. S. R." The questions must have included the attitude of Britain's ally Turkey, the state of the Balkans, the control of the Dardanelles, the increase of Russo-German trade. Rumor was that Hitler had



MOLOTOV, HITLER, INTERPRETER (CENTER)

promised Russia huge Asiatic chunks of the British Empire and a sphere of influence lying more or less between Poland and the Pacific. Since Josef Stalin is the only man who can make up Russia's mind, nothing of political importance could have been definitely decided.

Meanwhile, Hitler was having trouble with his other partners. Mussolini's Greek campaign was a shambles. Some need or other made Hitler call Spain's Foreign Minister Suñer to Paris to consult with the Axis. But the most obstreperous partner was poor weak France.

In sharp words Marshal Pétain, head of the Vichy government, accused Germany of violating the Armistice terms by expelling Frenchmen from Lorraine. Given their choice of going to starving Poland or hungry unoccupied France, the French-speaking people of Lorraine were choosing France at the rate of five to seven trainloads a day.

Vichy's uneasiness was increased by news—or lack of news—from French North Africa, where Marshal Maxime Weygand had been sent to keep the colonies in line with Vichy. But Weygand seemed to be up to something, no one knew what. An emissary reportedly sent to get Weygand had returned without him. Weygand might be lining up North Africa to be independent of Vichy, which would be a sore blow at the Axis-dominated Government and a nuisance to the Axis.

The Greeks. At the end of last week, there were practically no Italian soldiers on Greek soil except dead ones. Most of them lay with faces and their guns toward the enemy. Crack Italian troops who had pushed bravely into Greek territory over difficult ter-

rain had been backed up by poor reserves and betrayed by atrocious staff work. All along the 100-mile front the surprising Greeks had attacked and advanced even into enemy territory. Mussolini grimly sent a new commander, General Ubaldo Soddu, to take charge of the campaign and dispatched Marshal Badoglio, his chief of staff, to confer with German Field Marshal Kettel in the hope that Germans might help make a real blitzkrieg out of Italy's shoddy imitation.

Meanwhile, by making Greece a battleground, the Italians had presented the British with bomber bases conveniently near Italy. To Crete flew General Sir Archibald P. Wavell, Commander in Chief of the British forces in the Middle East, to inspect Britain's new defenses, including big guns emplaced over the excellent Cretan harbor of Suda Bay. A reporter who went along in the big flying boat with Sir Archibald noted that the hemonecled general was behaving like a true Britisher. Having finished work on his reports, Sir Archibald took out a book, settled back in his seat and forgot the problems of war in the poetry of Robert Browning.



SODDU

Post-Election Portents. Roosevelt supporters knew perfectly well that it was mere coincidence, plus the fresh attention which newspapers and their readers were giving to other events now that campaign and election news had suddenly stopped. But as calamity kept piling on disaster in the days after the election, a grim apocalyptic gleam appeared in Wilkie people's eyes.

The roar of a typhoon across Guam, the mortal crash of an airliner in Utah's mountains heralded the advent of Election Day. But things did not really begin to happen until the votes were in. Then, with a horrid screech, the \$6,400,000 Tacoma Narrows Bridge collapsed. A Pittsburgh tunnel promptly followed suit, crushing five workmen. Picture editors noted a sudden increase of fires and automobile crashes in their daily deliveries.

Across the land Nov. 11 swept gales, tornadoes, blizzards, bringing death to more than 150 people. Britain's pacific Neville Chamberlain and America's bellicose Key Pittman departed earthly strife in swift succession, the Prime Minister of Egypt fell dead of apoplexy while reading the Speech from the Throne, and pancakes made of roach poison killed eleven luckless wayfarers in a Salvation Army hostel in Pittsburgh.



ATLANTA ARMORY GOES UP IN FLAMES

Rumania suffered its worst earthquake in history.

At 8, 8:10 and 8:20 on the morning of Nov. 12—suggesting "Teutonic efficiency" to Secretary of War Stimson—explosives plants blew up in Woodbridge, N. J., Allentown, Pa. and Edinburg, Pa. The dead: 14. A fire which razed Atlanta's Municipal Auditorium, used in part as a National Guard armory, destroyed a million dollars' worth of Army equipment. An oil tank blew up near Canton, Ohio, an oil well near Oklahoma City. The first U. S. ship to be sunk in World War II went down after striking a mine off Cape Otway, Australia, drowning one seaman. Two workmen died beneath a toppling giant crane in a South San Francisco shipyard.

Warning of worse to come issued from the Capitol architect in Washington. The roofs of the House and Senate chambers are insecurely hung on old-fashioned trusses. Unless Congress goes home and lets him install some props, the architect cautioned, 210 tons of iron and glass may shortly come crashing down on Congressional heads.



MILLS

Labor Trouble. President Roosevelt's appointment of Dr. Harry A. Mills, able University of Chicago economist and labor mediator, to replace J. Warren Madden on the strife-torn National Labor Relations Board was heartily applauded as a move toward labor peace and national unity. But the great problem of ending Labor's

civil war remained to be solved as C. I. O. and A. F. of L. convened respectively in Atlantic City and New Orleans. And the still greater problem of how to reconcile Labor's New Deal gains with the needs of national defense took on fresh urgency as work on \$80,000,000 worth of military airplanes in the Vultee Aircraft plant near Los Angeles stopped dead when 3,000 members of C. I. O.'s United Automobile Workers union struck for higher pay.

PICTURE OF THE WEEK

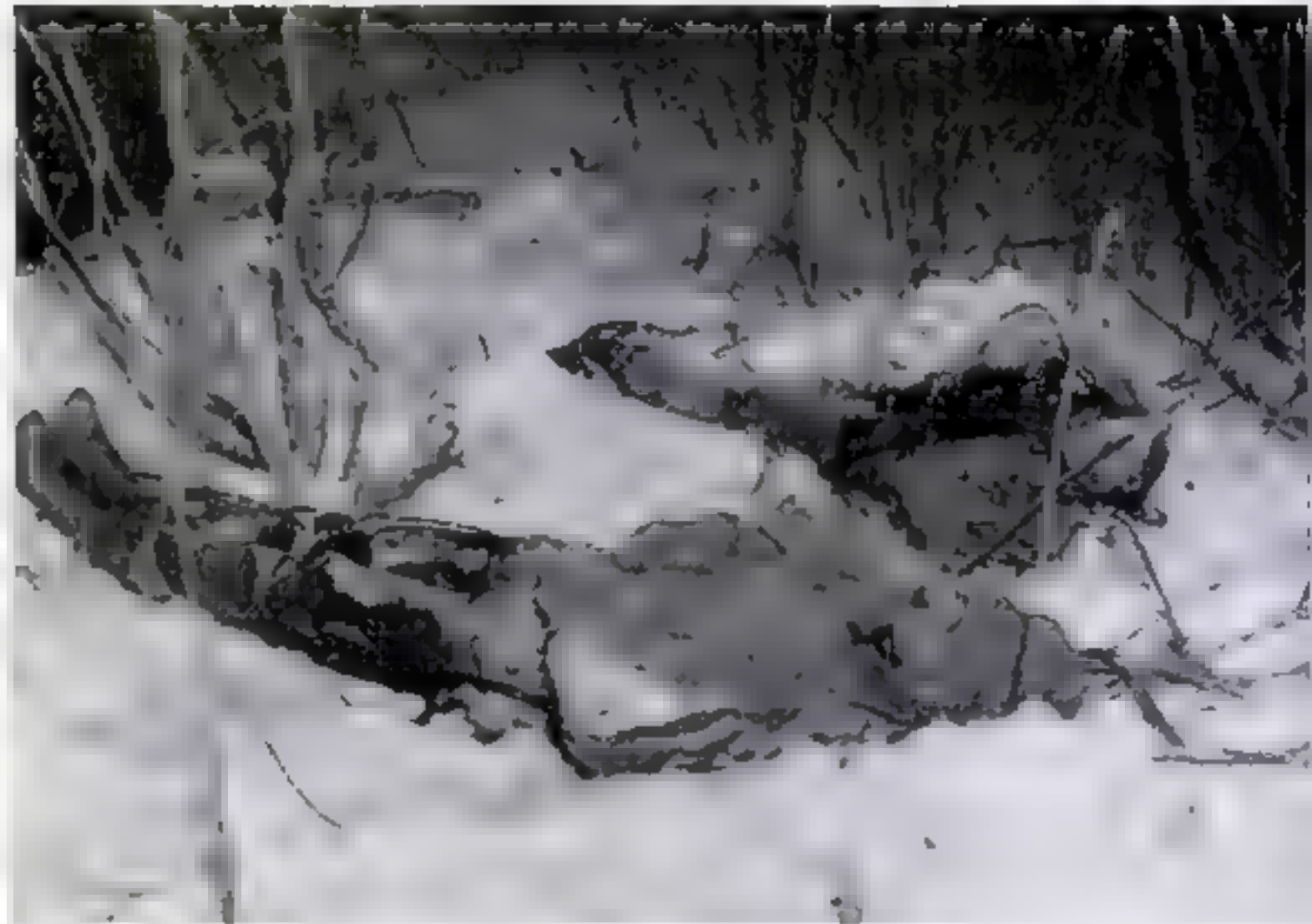
Robert Austin Winbury, aged 2, has no firm grasp of the foreign situation. Robert may think of the Japanese as rather odd-looking residents of California but never as a dangerous foreign power. He may think of Hawaii as the place where the big ships sail to, but never as a fortress of American strength in the Pacific. As for the defense program, Robert never heard of it. At the moment this picture was taken, however, the Japanese and Hawaii and the defense program of the U. S. were making Robert very unhappy. His father is Private John Winbury, First Class, of the 251st Coast Artillery, California National Guard. Robert hasn't seen him so much since he was called up for training last September. Now his father was telling him goodbye, that he was going off on one of the big boats and wouldn't be back for a year. The dock in Los Angeles harbor was crowded with 743 other men, all dressed like Robert's father, who were saying goodbye to other boys and girls like Robert and other women like Robert's mother. Robert's father called him "Butch" and told him to keep his chin up, but Robert was not to be consoled.



A National Guardsman, off to Hawaii,
sadly bids his little son farewell



Through woodland streams at the Mississippi's headwaters a searching party braves the freezing night, looking for a party of duck hunters from St. Paul, Minn., who vanished in the storm.



At the end of the trail searchers find the rigid bodies of Carl O. Iverson and Melville H. Roberts. The absence of fire indicated that they had paused to rest and had fallen asleep.

MIDWEST TEMPEST STREWS DEATH BY LAND AND LAKE

Over all the Central States from the Alleghenies to the Rockies, from Canada to the Mexican border, great winds wandered last week, bringing death and cold and desolation. They agitated the Great Lakes, sank two freighters and two fishing tugs, grounded four other boats and took the lives of more than 70 sailors in the fiercest tempest ever known on Amer-

ica's inland seas. They raged through scrub lands of northern Mississippi Valley and breathed slumberous death on 39 hunters lost in whistling wooded wastes.

In Texas sub-freezing temperature nipped fruit crops. In Belgrade, Mont., the thermometer fell to 20° below. Thousands of turkeys, ready for the holiday market, were destroyed on the farms of Mon-



On a Cleveland corner (Euclid Avenue and East Ninth Street) pedestrians grab hats and grin. Youth at left is

inhaling defiantly and blocking traffic. Throughout the city, windows were shattered, trees and telephone poles downed,

airplanes grounded, lights extinguished by 65 m.p.h. gales from Lake Erie. The temperature fell over 33° overnight.



Out of the woods, rescuers carry bodies of Iverson and Roberts. The hunters had left St. Paul Armistice Day morning, were found dead next day in woods 30 miles downstream.



By water the dead hunters start home. All night long searchers combed the bottom lands in launches, rowboats and skiffs. Woods roads were too deeply drifted with snow for cars to pass.

tana and Minnesota. In Colorado's Cimarron Valley blizzards trapped 10,000 cattle and sheep. Property damage was in the millions.

The storm did not spare the great cities of the Midwest. More than 16 in. of snow fell in Minneapolis and piled up in great wind drifts which halted transportation and buried stranded cars. Buildings

were unroofed, chimneys toppled and trees uprooted by winds of tornadic force. At La Crosse, Wis., the barometer fell to hurricane level. In Michigan and Indiana gales reached an intensity of 70-80 m. p. h. Airlines canceled transcontinental service. Six Army fliers were killed. Of these, one was found frozen solidly in the ice of Spirit Lake, Iowa. On Lake Mich-

igan, the 7,200-ton steamer *William B. Durock* was sheared in two by mast-high waves. One by one the bodies of its crew rolled up on icy beaches near Ludington and Pentwater, Mich. Exclusive of sailors, 44 died in Minnesota, eleven in Illinois and nine in Wisconsin. At week's end the nation's total toll of death by wind, by cold and by water had passed 150.



Smothered under 7-ft. drifts, a mother and her 15-year-old daughter were frozen to death in this automobile, which

stalled and was completely buried on a Minnesota highway 75 miles south of St. Paul. Three others in the car were

saved. The rescue workers were led to the spot by protruding radio antenna. They quickly dug a trench to one door.



Head-first into the bathtub goes Student Pilot Grant Metzger, first of the November class, while a fellow student (rear left) snaps his picture.

NAVAL RESERVE'S SOLO BABIES GET CHRISTENED ON "DUNK DAY"

On the rainy morning of Nov. 8 six young student pilots lined up before a bathtub at the U. S. Naval Reserve Aviation Base at Oakland, Calif. For 30 days they had undergone intensive flight training. Each had successfully completed his first solo flight and was now eligible for advanced training at Pensacola, Fla. (LIFE, Aug. 20). One little ceremony remained to be undergone.

In turn each student was hoisted from his feet, dunked head first into the bathtub. As each emerged blowing bubbles, Dunk Day Queen Janet Wild, University of California co-ed, christened him "solo baby" by dousing a loving cup of cold water over his head. At the end of the rite someone whispered that Miss Wild had herself just completed a first solo flight under the C. A. A. student-pilot training program. "Into the tub with her," yelled the solo babies. So into the tub for a dunking went the Dunk Day Queen.



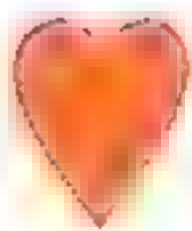
Cooling soothing water is poured over dunker Grant Metzger's dripping skull by Janet Wild, Queen of Dunk Day. She christens him solo baby.



The Queen is dunked by her erstwhile victims when they learn that she, too, is a solo baby. The bathtub is

named *U.S.S. Grabe No. 13* after a former Naval Reserve aviation student. Note the screw painted on stern.

Q

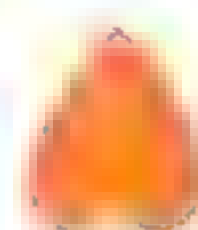


*Double and redouble your
pleasure with the
Smoker's Cigarette*



Chesterfield
HOLD YOUR ATTENTION
WHILE YOU
ENJOY THE
CULTURE OF
SMOKING

*Do you smoke the
cigarette that
Satisfies*



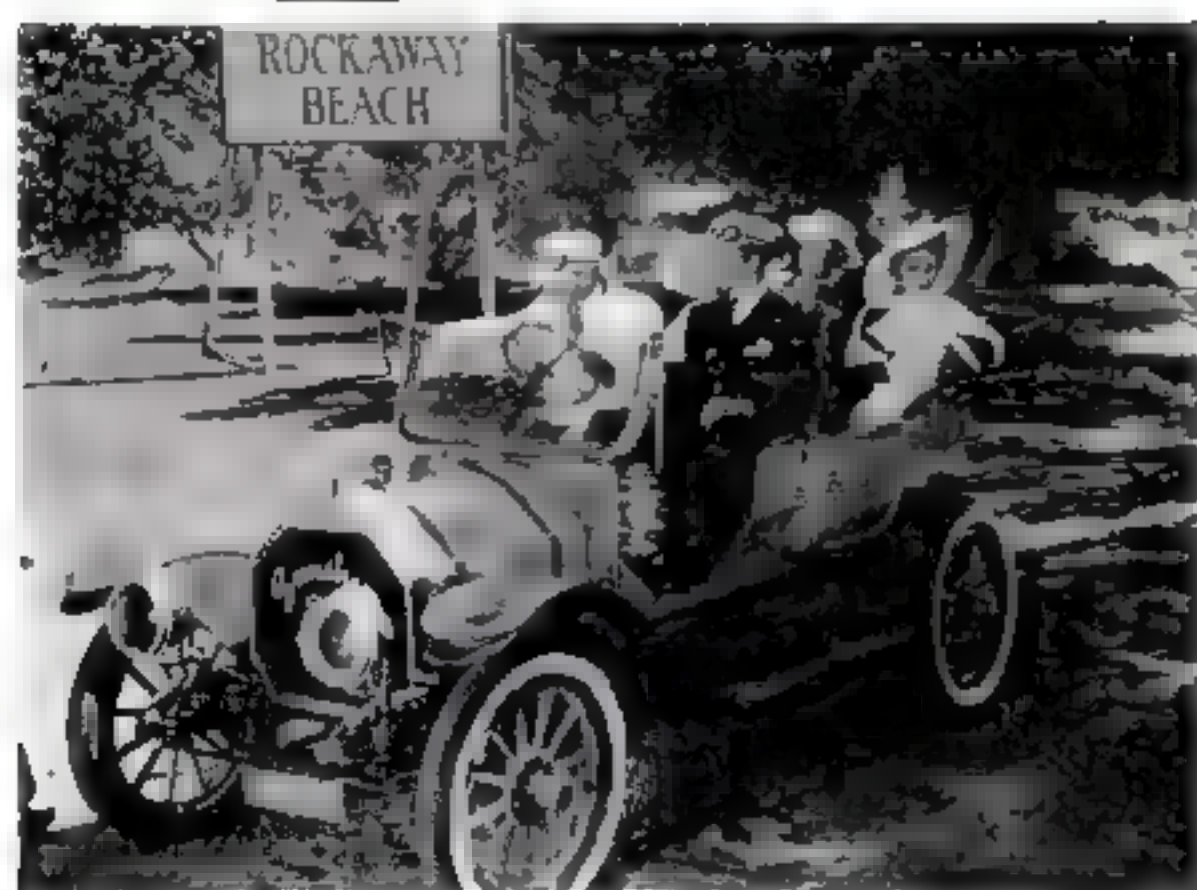
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OPEN IT WITH PRIDE AND KEEP IT PROUDLY IN THE OPEN

I. W. HARPER • The Gold Medal Whiskey

MOVIES



"Get Out and Get Under," most memorable ballad of early automobile days, is born at Rockaway Beach when tunesmiths stall in touring car



"On Moonlight Bay" is introduced by Katie Blane (Alice Faye) at a cafe. Songs in *Tin Pan* are genuine—but the story and people are fictional



"When You Wore a Tulip" becomes the hit of a musical resembling a Ziegfeld show. Lily Blane (Betty Grable) dances it in a big production number



"The Sheik of Araby" takes London by storm in a musical fantasy resembling *Chu Chin Chow*. Alice Faye and Betty Grable are the Sultan's wives

OLD SONGS MAKE "TIN PAN ALLEY" TUNEFUL

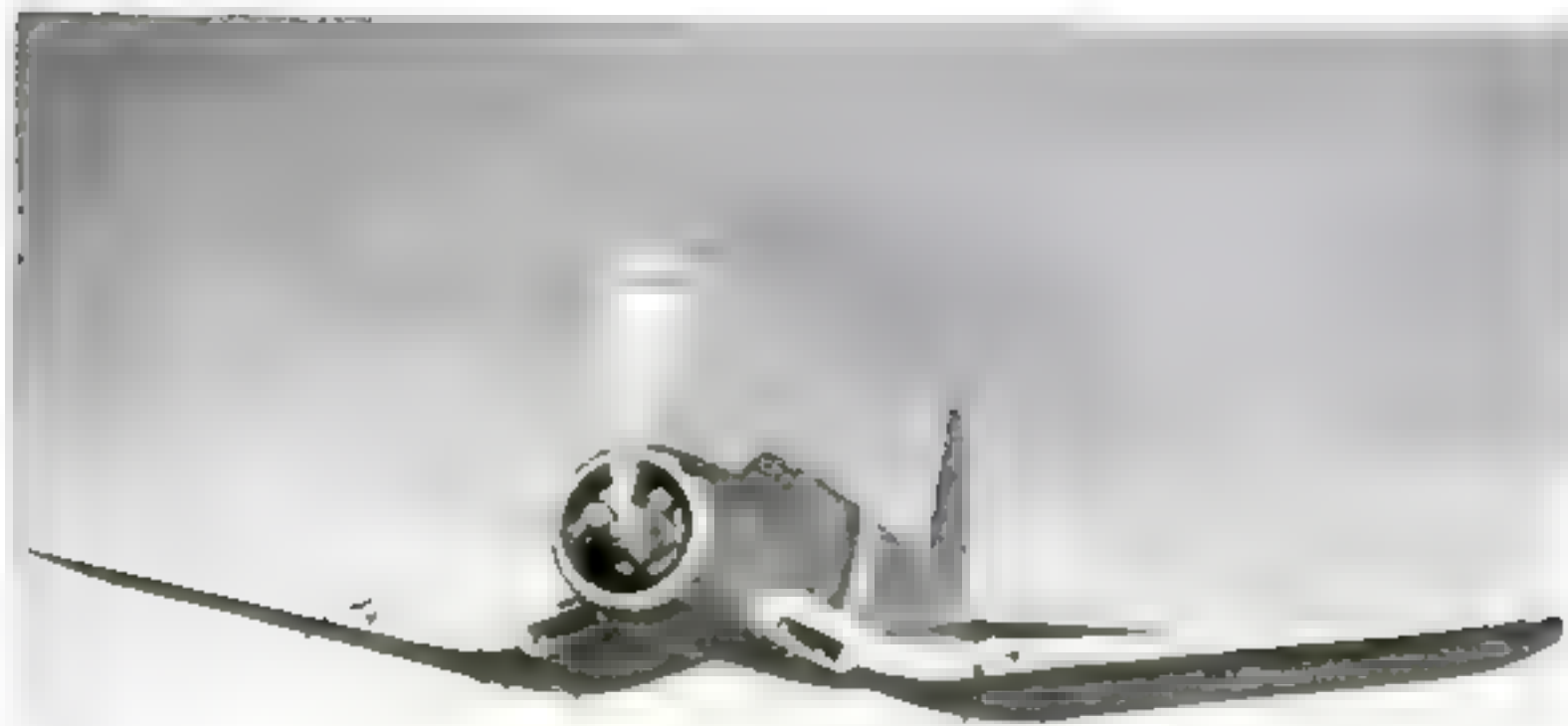
Nothing so brings to mind the memories of a by-gone day as the songs one used to sing. The carefree years before the First World War come rushing back at the sound of *Come Josephine In My Flying Machine* and *Every Little Movement*. The post-war era returns at the first refrain of *Rose of Washington Square* and *Dinah*.

Darryl Zanuck has already applied this profitably nostalgic formula to the movies in *Alexander's Ragtime Band* and *Lillian Russell*. RKO has cashed in on it with *Irene* and *The Story of the Castles*. Now comes Twentieth Century-Fox with another bagful of fine old tunes in *Tin Pan Allen*.

The year is 1917. The place is New York's

West 46th St., where in old brownstone houses songsters of the nation hammer out on tinny uprights their gay and sentimental ditties. Two of them, Skeets Harrigan (John Payne) and Harry Calhoun (Jack Oakie) are plugging a tune called *Katy*. They get a vaudeville sister team (Alice Faye and Betty Grable) to plug it for them, but even so it is a flop. Eventually the four of them together popularize such famous ballads as *On Moonlight Bay*, *When You Wore a Tulip* and *I Wore a Big Red Rose*, *Goodbye Broadway*, *Hello France* and *The Sheik of Araby*. Together they achieve fame, fortune and love. The songs are wonderful, especially Betty Grable's singing of *When You Wore a Tulip* (below).





America's Fastest

UP, UP, UP go the speeds of America's military airplanes... and this new Vought-Sikorsky fighter for the U.S. Navy is being hailed as the fastest of them all. Sleekly streamlined, it combines tremendous speed with long range and the ability to land safely on the limited area of an aircraft carrier's deck.

Highly significant is the fact that this fast fighter is powered by a Pratt & Whitney Double Wasp engine, the most powerful ever installed in an airplane of this class. Thus, the radial air-cooled engine, which has contributed so much to aviation's progress in the past 15 years, again leads the way to new achievements at this crucial period in America's aeronautical history.

**UNITED AIRCRAFT
CORPORATION**
East Hartford, Connecticut



PRATT & WHITNEY ENGINES



VOUGHT-SIKORSKY AIRPLANES



HAMILTON STANDARD PROPELLERS

"Tin Pan Alley" (continued)



"K-K-Katzie" in this film history of popular tunes was first sung by the blonde Blane sisters in their vaudeville act. Their Hawaiian version of it was dismal flop.



On an Army transport Tune Writer Calhoun (Jack Oakie) falls overboard. When he is fished out, shivering with cold, he starts stammering his old song "K-K-Katzie."



Marching song of the U. S. Army is "K-K-Katzie" by the time the victorious Yanks return home from war. Alice Faye, reunited with her soldier-sweetheart, sings too.

Actual color photograph. *Cosmo Brown*, independent buyer, picks a extra fine golden tobacco.

Luckies' finer tobaccos mean less nicotine!

A QUESTION: "Which cigarette really does get the finer tobaccos?"

Well, ask most independent experts—buyers, auctioneers and warehousemen—and they'll tell you: Luckies!

That's important—for Luckies' finer tobaccos mean less nicotine. Yes, authoritative tests reveal that, for over two years, the nicotine content of Luckies has been 12% less than the average of the four other leading brands—less than any one of them★.

You see, Luckies analyze tobacco samples before buying—so we can pick out leaf that is ripe and mellow yet mild—low in nicotine.

Only Luckies give you such genuine mildness. Try them for a week. Remember—with men who know tobacco best, it's Luckies 2 to 1.

★NICOTINE CONTENT OF LEADING BRANDS

From a recent independent test—46
Luckies Strike Cigarettes

9.46% less nicotine than Brand A

20.55% less nicotine than Brand B

15.55% less nicotine than Brand C

4.74% less nicotine than Brand D

For this purpose, Luckies Strike has had an average
nicotine content of 0.73 mg. per cigarette.



With men who know tobacco best... it's LUCKIES 2 to 1

Richard Ward
of 161 W. Wisconsin Ave.,
Milwaukee, Wis., says:



Here's why I've
stuck to **TEN HIGH**
for 5 years—it's
rare whiskey, and
you get smooth,
satisfying drinks
every time!

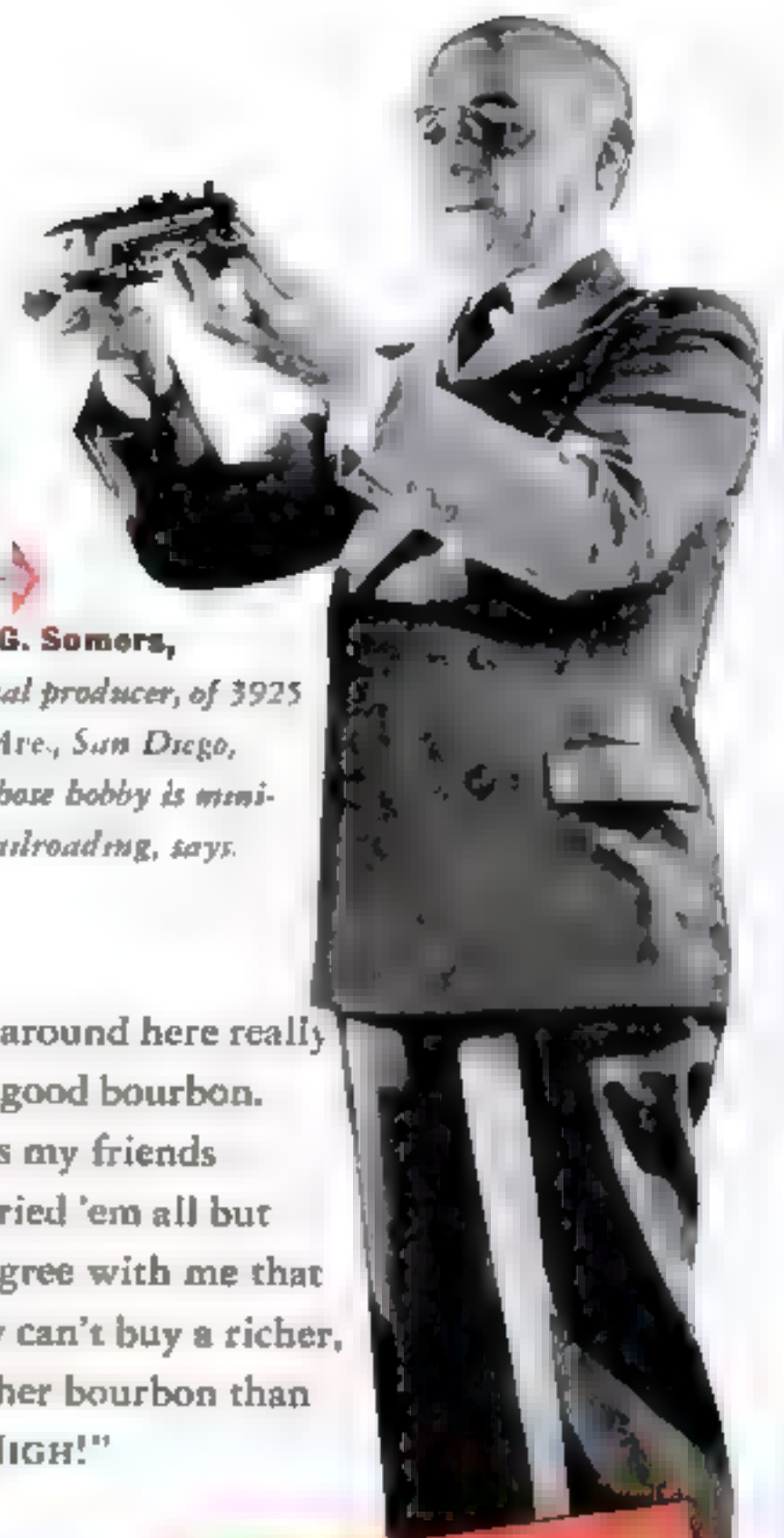
Fernand L. Baehler,
airplane salesman, of St. Charles
Hotel, New Orleans, La., says:

"I asked an old-time
bartender what was the
richest, smoothest bourbon
of them all. He told me
TEN HIGH—after using it
for 5 years I still say
he's right!"



Perrin G. Somers,
theatrical producer, of 3925
Third Ave., San Diego,
Cal., whose bobby is mini-
ature railroading, says:

"Folks around here really
know good bourbon.
I guess my friends
have tried 'em all but
they agree with me that
money can't buy a richer,
smoother bourbon than
TEN HIGH!"



JOIN OUR CLUB—we have enjoyed
this Fine Whiskey for 5 years

John A. Paine,
Airways Traffic Man, of
1350 Sherman Street,
Denver, Colorado,
says:



For my money,
TEN HIGH is the
richest, smoothest whiskey
of them all!

Double your
enjoyment
with—



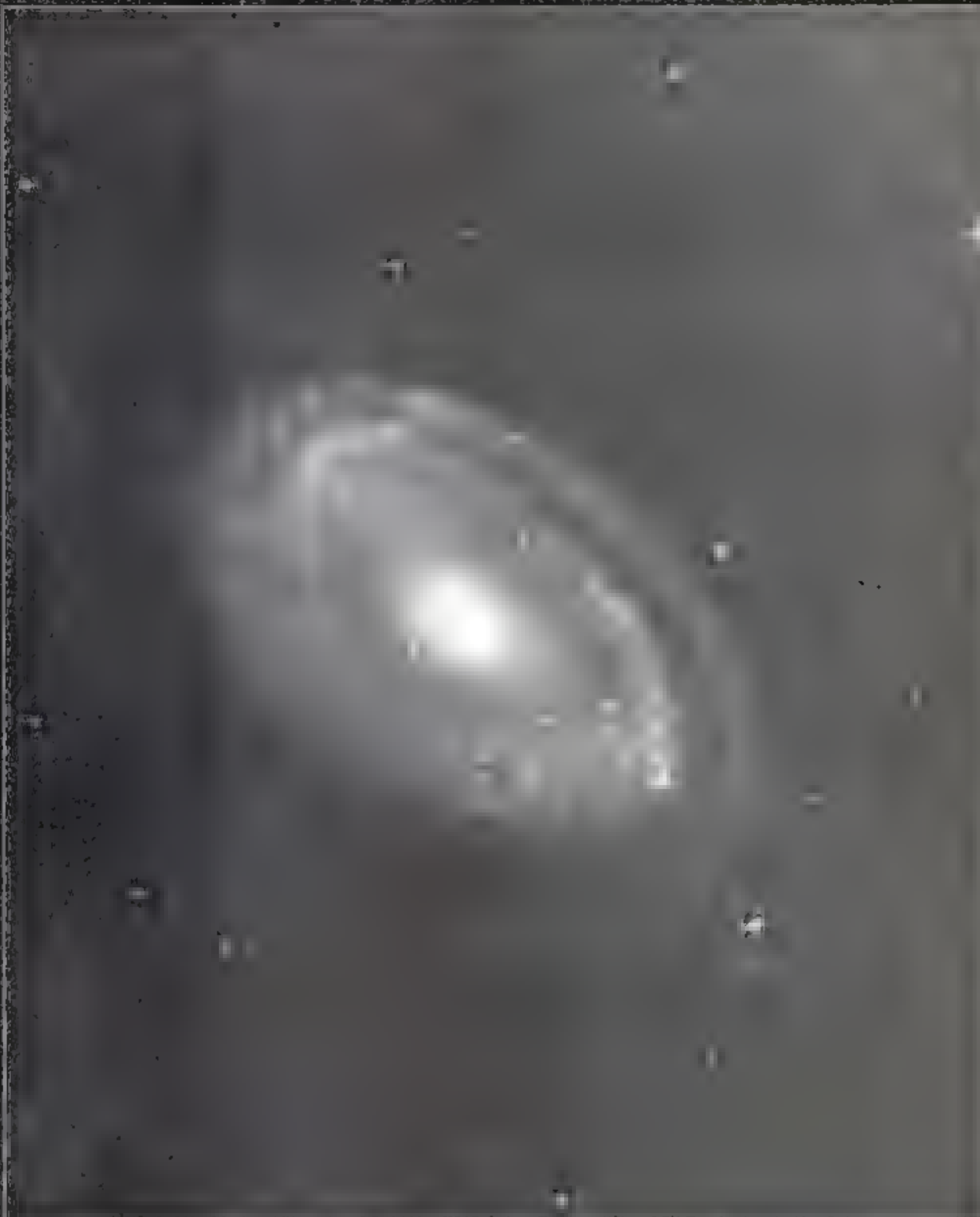
The whiskey with "no rough edges"

All over America, men just like these
you meet here, discovered the deli-
ciousness of TEN HIGH 5 years ago.
This rich whiskey satisfies the old
taste-spot all ways—in highball, cock-
tail, or "neat".

It's so smooth there's not a "rough
edge" in a barrelful. Its price is "easy-
to-take," so Double Your Enjoyment
by asking for TEN HIGH at your liquor
store or bar!

TEN HIGH

STRAIGHT BOURBON WHISKEY
STRAIGHT RYE WHISKEY



Spiral nebula, NGC 1744 or Bode's Spiral is 540 million light years from Earth and is 115,000 light years across.

The ring seen at the lower end of the spiral may be a separate ring expanding at a faster rate than the main

NEBULAE

Ghostly clouds in outer space are galaxies vast as our own

For a hundred years ago the Copernican revolution was capped on Earth from the corner of the universe to a place as third planet, making a medium-sized star. During the last generation astronomy has seen another revolution that has dwarfed the Earth's—more profoundly in significance. Far out in the star void of space are strange ghostly clouds called nebulae. They have come to be described by astronomers as vast stellar systems, many of them vaster than the galaxy of stars that fills our sky. Our system, itself, may be one of the stars scattered through the finger of the universe that can be explored by telescopes.

In the nearer nebulae have been detected objects similar to our own galactic system, super-nova-like giants and. Certain particular stars in 1910 and later various stages of development has given a sketch of a creation picture of their development. The latest result is that of Miss W. Wilson, O. Strömberg, and H. H. Johnson, published in the *Nature* Science of *March*.

At beginning of evolution, some astronomical objects during evolution, which appear as glowing masses ranging from glowing to bright patches. Next is a cloud of nebulae with large number of stars, surrounded by a ring. The rings then seem to break up into several parts, which are called as stars. The spiral pattern works out over the clouds and the rings, which are called as stars.

Still later, the clouds are embedded in the spiral pattern. Still unknown is the end. When will our system look like the Milky Way, we are looking on the way, which is to be the end of the spiral pattern, whose nucleus, long ago, was a star.



Early nebula, in sharply flattened central shape, has not yet begun to differentiate into stars and rings.



Vaguely defined nucleus shows as a bright central lens in this nebula, its diameter about one third the whole.



Well-defined nucleus has developed in this nebula. Contents of nebulae can be analyzed by their light spectrum.

SHE HATED to buy a Gift for HER HUSBAND



Her Husband was one of those 100 practical men. Even about Christmas gifts. She could never find a gift to please him. She was stumped. Until . . .



Her Service Station Attendant Plays Santa Claus: "A Fram Oil & Motor Cleaner is just the gift for a man like your husband," he told her. "It cuts down oil bills and saves money on motor repairs. Give him a Fram . . . and he'll remember this Christmas every time he checks his oil. And in that new gift package, a Fram looks like a grand gift, too."



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"The Gift That Gives As Long As It Lives"

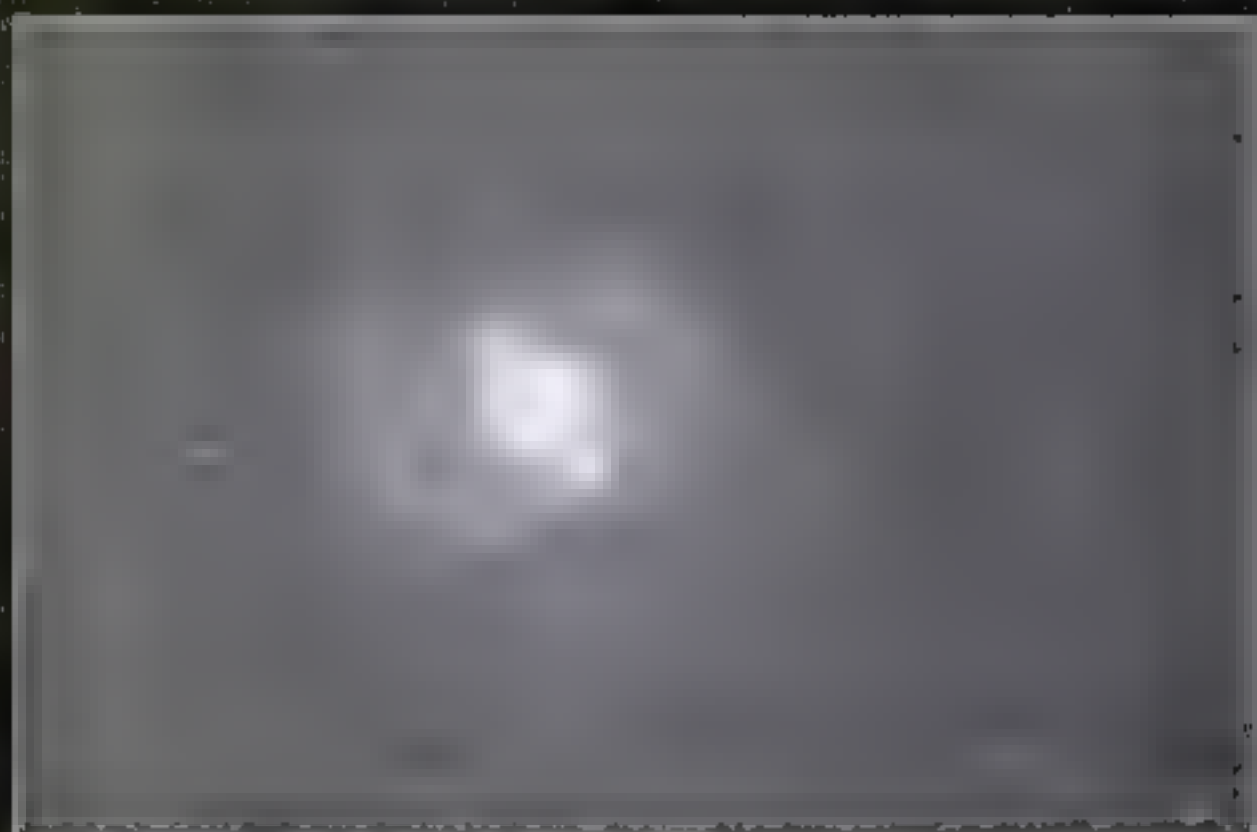
Nebulae (continued)



Dark band of material identified as "dust," across the nucleus of this nebula, is believed to be the first stage in development of spiral structure.



Outer ring is separated from the nucleus by band of dust. The fainter spots at ends of ring are beginning to break up into spiral.



Barred nebula is one of the puzzles of nebular research. About one-fifth of the known nebulae are barred; others do not follow normal life pattern.



Spiral invades nucleus and differentiation between nucleus and arms is beginning to fade. Stars have begun to appear in the ends of the arms.

CONTINUED ON PAGE 48

THE SCOTTISSUE TWINS—A PERFECT PAIR



Twin Qualities essential in toilet tissue . . . SOFTNESS and TOUGHNESS

THERE'S really no choice between these adorable ScottTissue twins—Softie, with his gentle, appealing ways, and Toughie with his robust sturdiness.

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ScottTissue's gentle softness gives you safety and comfort, even for baby's delicate skin. Its wonderful *two-way strength* resists tearing and shredding, even when moist. In ScottTissue you have a really balanced combination of softness and toughness . . . quick absorbency for thorough, safe cleansing.

Get a supply of this soft, strong, absorbent toilet tissue that millions prefer. Ask your grocer for three rolls of Luxury Texture ScottTissue today!



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Each roll of ScottTissue has many extra yards of tissue woven in by the Scott "Soft-Wave" process for extra strength and absorbency. Weigh it on your grocer's scales to prove this extra value.

There are 1000 full-size, usable sheets in each roll of ScottTissue, yet it costs no more because it lasts longer.

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Soft for comfort *Strong* for security

*Straight tip
from
Santa
Claus!*



*This year
give*
NU-TONE CHIMES

TWO NOTES ♪♪ FRONT DOOR
ONE NOTE ♪ REAR DOOR

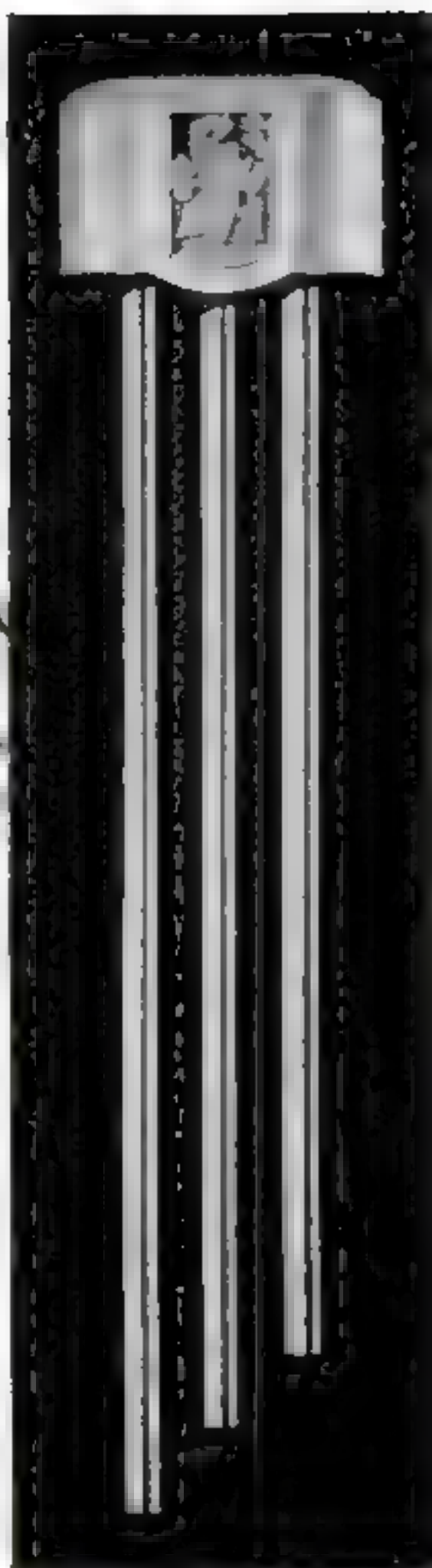
Nobody gets around like Santa—so a testimonial from *him* is the real holly berries! "Send 'em NuTone Door Chimes," sez he.

Here's why people like them. They're the *modern* thing for homes! Instead of jangling door bells—two musical notes for the front door, one for the rear. Leading architects specify NuTones in their favorite houses. They're easily attached to the wiring that's already in. They're decorative on the wall, and suitable for any room in the house. And this year's models, with new embossed covers of unbreakable plastic, are particularly handsome.

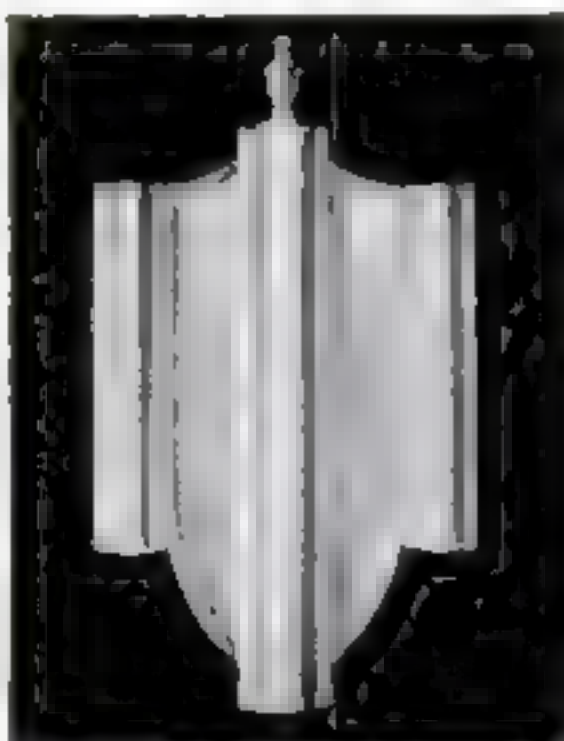
There's a NuTone Door Chime for every purse—from a cunning little kitchen number for that cunning little bride . . . to an impressive Cathedral tone affair, for your most impressive in-laws. Three "Best Sellers" are shown here. Your dealer will be happy to show you all the rest.

NU-TONE CHIMES, INC
CINCINNATI, OHIO

If your store doesn't carry NuTone Door Chimes, send check or money order, name of model desired, store's name and address and your own—for prompt delivery



CLASSIC "3"—3 tube effect, long brass tubes, ivory or walnut plastic cover, 41 1/2 inches high \$5.95
Same model, with 2 tubes, \$4.95

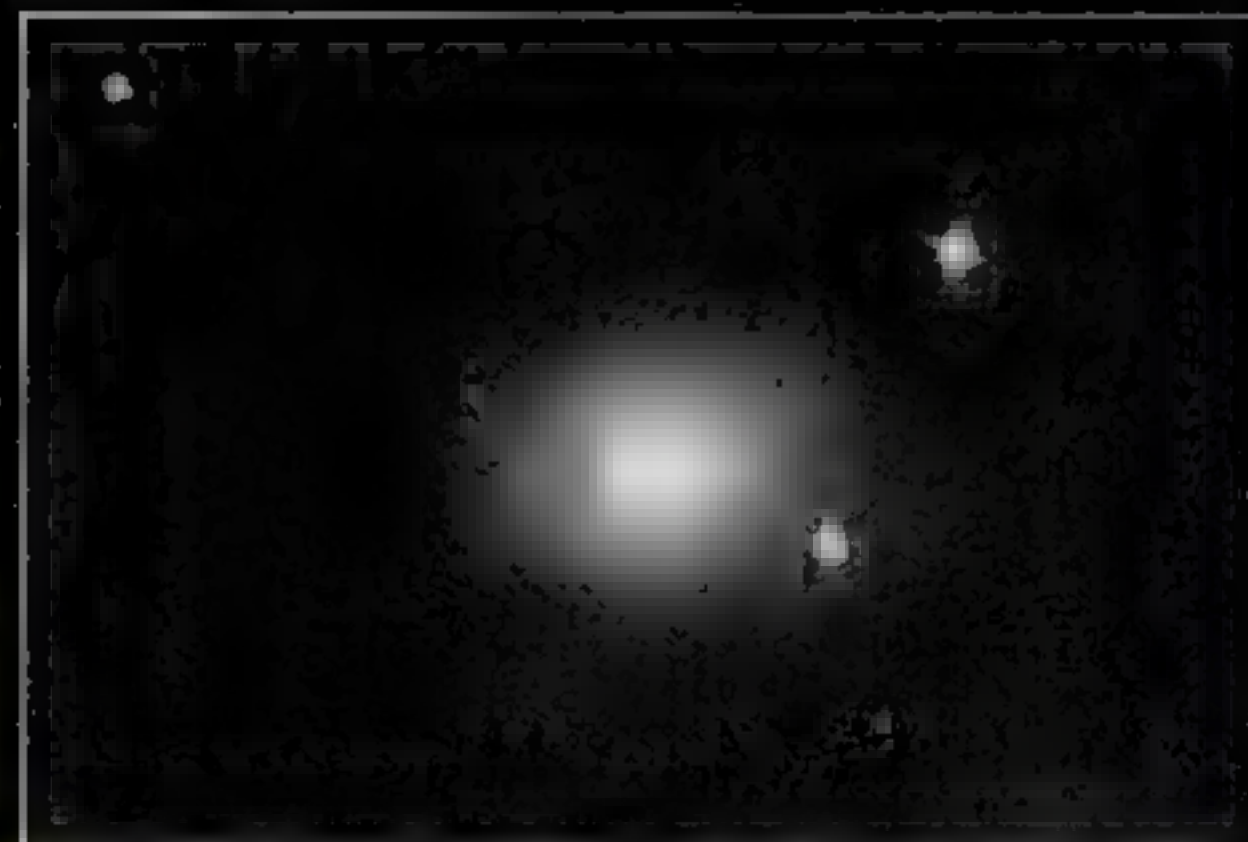


MT. VERNON—Authentic American Colonial shield of hammered brass. 3-tube effect of satin brass, all tarnish-proof. In special red, white and blue Christmas box. 11 1/4 inches high \$4.95



NOTRE DAME "3"—3-tube effect with long brass tubes, ivory or walnut plastic cover reproducing Notre Dame Cathedral window. New, patented Repeat-Tone feature. Measures 43 1/2 in. high \$8.95
Same model, with 2 tubes, \$7.95

Nebulae (continued)



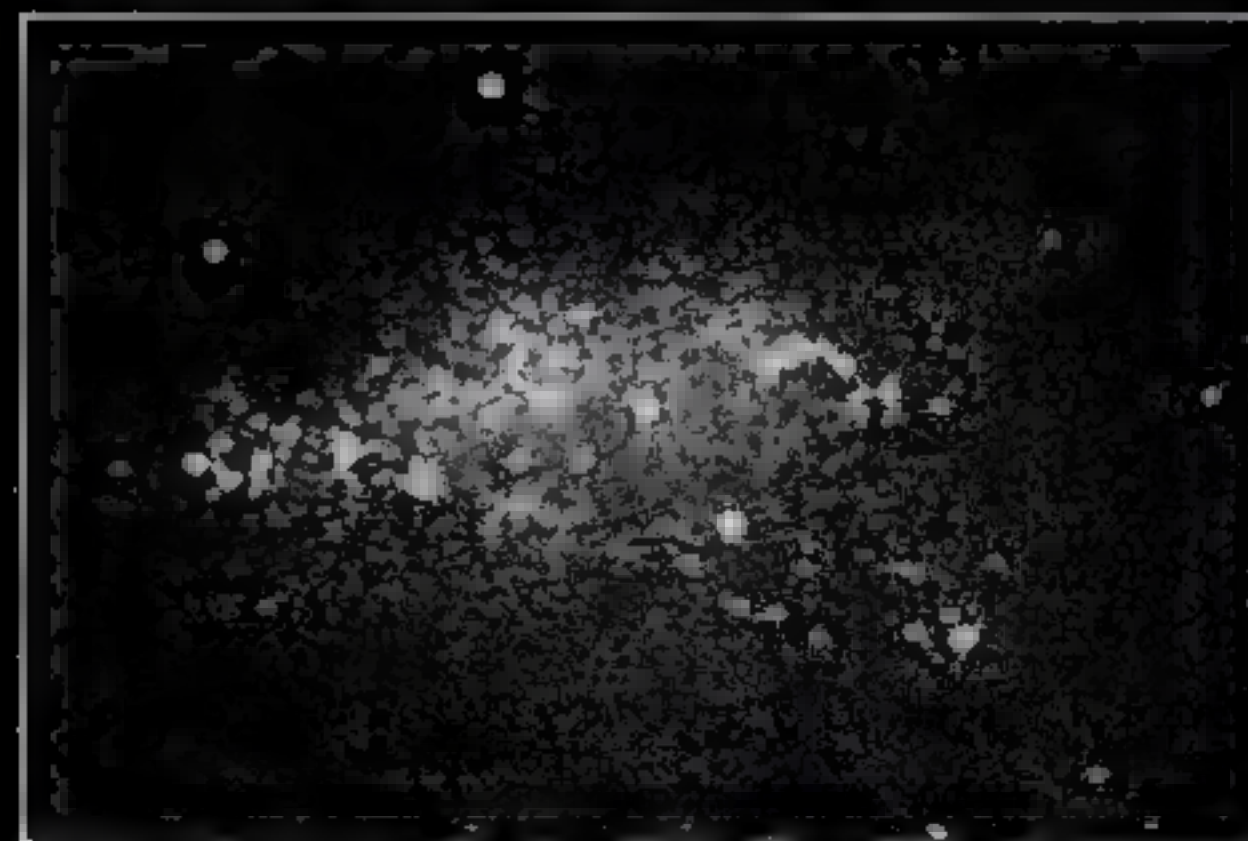
Normal spiral shows the nebular structure at mid-point in its age-long evolution. The direction of spiral rotation has not yet been established.



Barred spiral shows the stellar condensation in the outer arms. The bar first appears in these nebulae when the nucleus lens begins to condense.



Brightest known nebula is this giant, with sharply defined dust ring, in constellation Virgo. Its brilliance has been calculated at 2,500 million suns.



Faintest known nebula is Zwicky's system in the constellation Leo. These irregular nebulae, numbering 30 in all, do not fit into evolutionary scale.

Between my husband and his mother ...I was going crazy!

A new-fashioned mother
shows an old-fashioned mother the
modern way to raise a baby



1. When Jim and I were married, and his mother came to live with us, I had my fingers crossed. His mother is full of old-time ideas. We don't see eye to eye on lots of things. But we hit it off great and everything was swell till little Judy was born. That's when the fireworks began!



2. Morning, noon, and night my mother-in-law was fussing. "You'd think that child was a hot-house flower," she kept raging. "Special diapers—special foods—good glory, even a special laxative! That baby gets so mollycoddled, it's a crime."



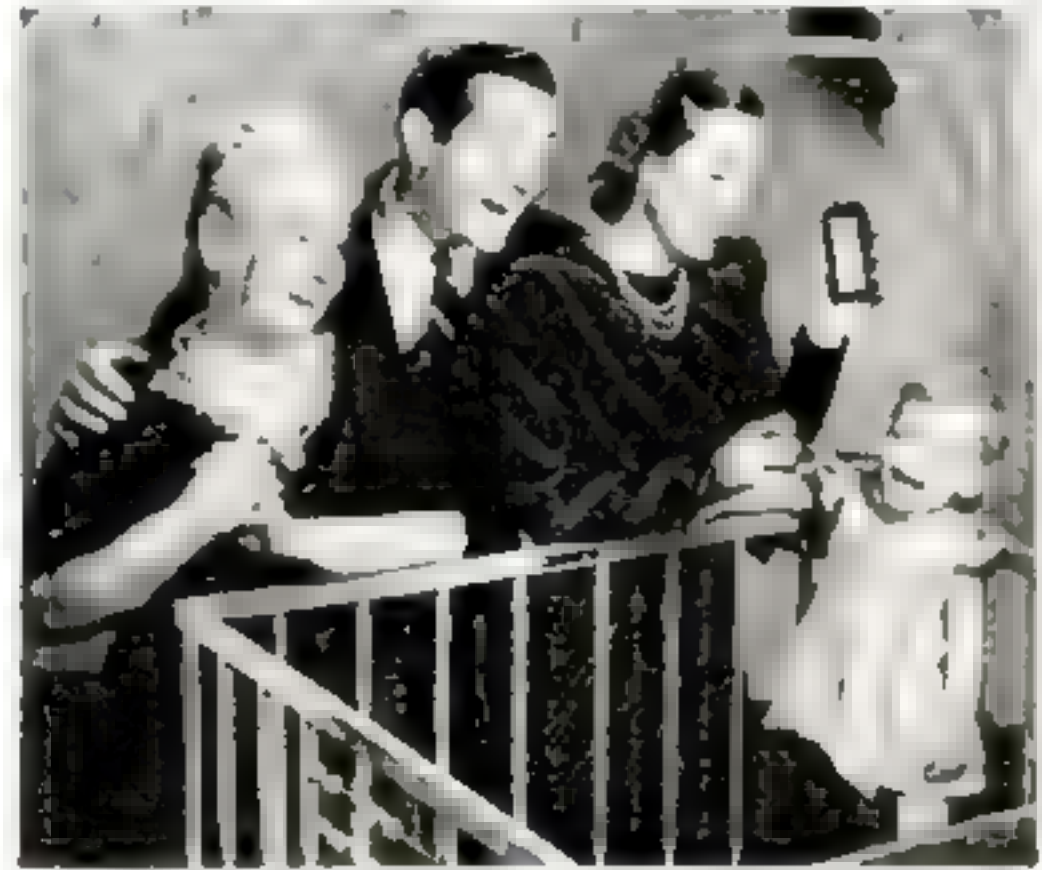
3. Then Jim began to side in with her! Said his mother was bringing up babies before I was born! Boy—did I see red! Did I tell him! "This baby is my baby and she's going to be brought up the modern way. Nobody's going to tell me what to do for her except the doctor!"



4. Finally it got so bad, I had to do something to make mother stop stirring up trouble. "I don't want to hurt your feelings," I said, "but the doctor's orders are orders. He says a baby's system is delicate—you can't treat it like an adult's."



5. "That's why I'm so particular—why I wouldn't dream of giving the baby anything but Fletcher's Castoria. It's made especially *and only* for infants and children. There isn't a single harsh drug in it. It's safe—mild enough for a tiny system. According to the doctor, you couldn't want a better laxative than Fletcher's Castoria for your child."



6. "And golly, mother, you've seen how pesky this little youngster acts when she has to take *any* medicine. But look how she loves the swell taste of Fletcher's Castoria. Why, she actually licks the spoon." Well, just then the baby tossed her a big smile—and that settled it! There hasn't been a squabble at our house since!

HERE IS THE MEDICAL BACKGROUND

AN ANALYSIS of Fletcher's Castoria shows that its chief ingredient is *senna*.

In medical literature, *senna* is recommended as an active ingredient in laxatives because (1) *Senna* has little or no action in the stomach and small intestine where the digestive process primarily takes place. Therefore, in most cases, *senna* does not disturb the appetite and digestion or cause nausea. (2) *Senna* works fundamentally in the lower bowel, or colon, causing a bowel movement. (3) In regulated dosages it produces easy elimination and has little tendency to cause irritation or constipation after use.

For these reasons *senna* is particularly good for the relief of occasional constipation in infants and growing children.

Senna is especially processed in Fletcher's Castoria to eliminate griping and thus cause gentle laxative action.

Chas. H. Fletcher **CASTORIA**
The **SAFE** laxative for children



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HEALTH • COMFORT • STYLE • QUALITY

RELEASED FOR

The Army's Randolph Field issues a pictorial

Three months ago news editors were shocked off their swivel chairs to receive a set of gag publicity pictures from the Army's air training school at Randolph Field, Texas. The pictures, entitled "How to Land a Flying Fortress," showed cadets sitting in front of a whirling fan, pretending to land a plane with a broom handle as a control stick (LIFE, Aug. 26). To a flabbergasted U. S. public it seemed as if the germ of gag publicity, long cultured in Hollywood, had at last traveled to the most unlikely



PUBLICATION

glossary of words every Army flier must know

place of all—the deadly serious U. S. Army. Realizing that there are three kinds of humor—good humor, bad humor and publicity humor—the public waited to see what the Army would do next.

Last week it came. The pictures below, a pictorial glossary of such army flying terms as “bailing out” and “spot landing” were officially released for publication. The public, once it sees these pictures, will decide that an army which has so successfully adopted the methods of Hollywood can’t and won’t be beaten.



BREAKFAST-TIME . . . with the cares of a worried world happily forgotten in the muffled ticking of your *Toastmaster* toaster. All's well on the toast front! . . . When a fine possession lasts for years, what an *economy* true luxury becomes! This beautiful toaster is so rightly made that it will be young in efficiency a decade hence. . . It is effortlessly automatic. Set it for the kind of toast you like—then, with mind at ease, wait till the piping-hot slices come popping up, perfect every time. No turning, no burning. . . *All* you have to do with a *Toastmaster** toaster is to enjoy . . . many years of pleasant breakfasts.



America's finest toaster, the 2-slice model pictured at top, \$16.00. Its 1-slice toastmate, \$9.95.

TOASTMASTER FULLY AUTOMATIC Toasters

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FOR BRITISH, NEXT U.S., NEXT RUSSIAN NEXT JAPANESE. UNCONTROLLED AREAS ARE IN BLACK. CITIES SHOWN ARE GREATEST PORTS, NUMBERED IN ORDER OF IMPORTANCE

than the relatively empty southern half. Naval geography centers around the Atlantic, Pacific and Indian oceans.

At certain points the land constricts the sea routes, forcing them through narrow channels. These, from the military point of view are the key points of naval geography. Here naval power must be firmly based on the land if it is to fulfill its purpose of controlling sea commerce. The great connecting links are the Caribbean Sea, between the Atlantic and Pacific, the Mediterranean and Red seas, between the Atlantic and Indian oceans, and the South China Sea, between the Indian and the Pacific oceans. Within these strategic connecting seas are key points: Panama, Singapore, Gibraltar, Alexandria (and Suez), and Aden.

Shown in red on the map are 32 key points of naval geography, all but five of them controlled by Britain or the U. S. From those key points which are also

developed bases, circles have been drawn with a radius of 2,500 miles, the limit of effective fleet action. These overlapping circles show that Britain and the U. S. control most of the important sea areas, leaving only a sector around Japan's Sasebo and Russia's Petropavlovsk, and various dead areas not controlled by any base. Some of the key points are home bases, like Scapa Flow, Portsmouth, Norfolk, San Diego, Sydney. Others cluster around the connecting seas between oceans. Two stand guard on alternate trade routes around Cape Horn and the Cape of Good Hope. Port Stanley is not a major base because, so long as the Panama Canal remains open to all nations, the Cape Horn route is useless. But all British shipping to the East now rounds the Cape of Good Hope, making Simonstown important. Brazil's Natal, France's Dakar and Portugal's Azores are potentially important key points, still outside British or American control.

ANNOUNCING THE *Arizona Limited*



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STREAMLINER TO
*Southern Arizona***

STARTING DECEMBER 15

Here's the biggest news of the winter travel season! Starting December 15, you can speed straight to the sunny resort and guest ranch country of El Paso, Tucson and Phoenix on a luxurious streamlined train!

Southern Pacific and Rock Island's fast, new streamliner *Arizona Limited* will leave Chicago every other day from December 15 to March 31, running to Phoenix in 39 hours and 40 minutes. It will be the *only* through streamlined train to Southern Arizona. All-Pullman. All rooms. Stewardess-nurse. Extra fare.

In addition to the *Arizona Limited*, there's fast *daily* service to Arizona, Palm Springs and Los Angeles on these fine Southern Pacific trains:

GOLDEN STATE LIMITED from Chicago to El Paso, Arizona and California. Enjoy its luxurious accommodations (two lounge cars) and extra fine service for no extra fare.

CALIFORNIAN, the friendly economy train from Chicago to El Paso, Arizona and California. Chair car and tourist passengers exclusively. Good meals for 90¢ a day (breakfast 25¢, luncheon 30¢, dinner 35¢). Stewardess-nurse. Chair car for women and children only. Lounge car for tourist passengers.

SUNSET LIMITED and *Argonaut* from New Orleans through the Old South and Texas to El Paso, Arizona, California. Fine accommodations and service. No extra fare.

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CARLSBAD CAVERNS \$9.75 All-Expense

Fastest, cheapest side trip to Carlsbad Caverns National Park is from El Paso on Southern Pacific's main line; \$9.75 all-expense. Why not see these amazing Caverns on your way to Arizona or California?

S·P

**The Friendly
Southern Pacific**



The Caribbean Sea with its wing, the Gulf of Mexico, is the most vital sea area of the U. S. A great semicircle of enclosing islands makes the Caribbean a protected ante-chamber to the Panama Canal.

The chief entrance to the Caribbean is the Windward Passage between Cuba and Haiti. Through it passes our most important route of sea traffic, that from the East Coast to the West Coast via Panama. It is the only passage into the Caribbean for more than 1,000 miles—from the western tip of Cuba to the eastern tip of the Dominican Republic. Other important passages are shown on the map. In the west the attention of a commander desiring to prevent an enemy incursion into the Caribbean can be centered largely on the Windward Passage; in the southeast he must watch many little passages. As an operating base for the naval command of the Caribbean, we have an ideal location in Guantanamo Bay, Cuba.

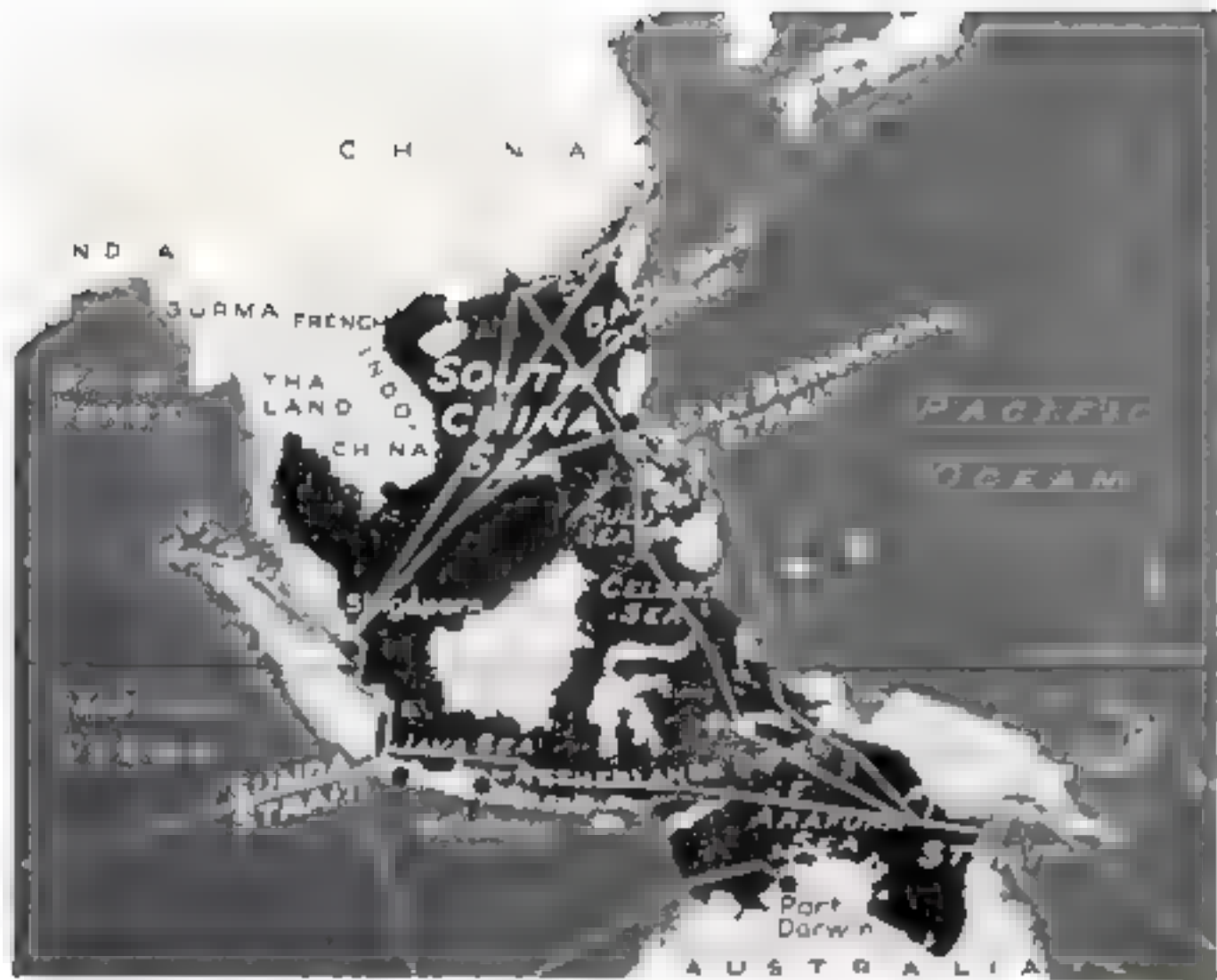
On the Pacific side, Canal is so remote from bases of any other major power as to make attack difficult if not impossible. Outlying posts in Cocos Island and the Galapagos might have value. Black dots on maps mark naval bases.



Since the Suez Canal was built, the Mediterranean has been regarded as the crucial stretch in the "lifeline" of the British Empire. It affords the shortest route from England to the East. Possibly the "lifeline" has been overstressed, for the alternate route around the Cape of Good Hope, now used by all commercial shipping, is only a third longer.

Unlike the Caribbean, the Mediterranean has always had strong states on its shores—France, Italy and Spain, with always a chance of Germany breaking through and of Russia emerging from the Black Sea. Britain holds its entrances at Gibraltar and Suez, plus the farther entrance of the Red Sea at Aden. All these points are capable of being reduced by air and land power. If Spain permits passage of German armies, Gibraltar may be taken from the land. An Italian Army in Libya and another in East Africa threaten Egypt and Suez. Even Aden is vulnerable.

Save as to Gibraltar, the weight and quality of attacks on these points depend on sea lines of communications and supplies. These lines across the Mediterranean are short but British seapower might disrupt them.



Through the South China Sea passes the direct route from Europe to China and Japan, the route from Australia and New Zealand to East Asia, and important transpacific routes. It is the world's third vital strategic body of water. In case of trouble between Japan and a British-American combination, it would be the decisive theater.

The western entrances to the South China Sea—the Straits of Malacca and Sunda—are controlled by the British base at Singapore. The eastern entrance—San Bernardino Strait through the Philippine Islands—may be controlled from Manila, though it is threatened by the Japanese advance base in the Palau Islands. The northern entrances are commanded by no single power since Britain holds Hong Kong and the U. S. holds Manila, but Japan holds Formosa. American-British power and Japanese power meet at this point. Neither can advance past Formosa without great risk. Operations of a large fleet in this region would depend on the repair facilities at Singapore, which is thus a fine example of a main base with a semicircle of outposts stretching 2,500 miles from Hong Kong to Thursday Island.



Before the advent of airpower, naval operations could be carried out on inland seas, lakes (like the Great Lakes in the war of 1812) and even rivers (like the Mississippi in the American Civil War). The North Sea area is a fine example of the limits imposed on such operations by airpower. When Germany invaded Norway, the British Navy was unable to interrupt the transport of troops across the Skagerrak, and British ships have now been driven out of the North Sea.

The German position, centered on Copenhagen, is a control area within a control area. Copenhagen commands the Baltic but access to the North Sea is controlled by Britain. Thus Britain is in position to blockade Norway, Sweden, Denmark, Germany, Russia and northern France. To the north British command is secured by control of Iceland, will soon be doubly secured by winter ice. Britain would be further strengthened by bases in Eire, so far refused.

Russia's dilemma in the Baltic parallels her dilemma in the Black Sea (see opposite page). A potentially strong sea power, Russia is bottled up by other powers controlling the entrances to these inland waters.



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Complete train outfit with
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Send at once for a copy of the new 1940 Lionel Catalog and treat your eyes to the greatest array of model railroad equipment Lionel has ever built! New, super-detailed locomotives! New quarter-inch scale freight cars! New signals! New bridges! New warning devices! **NOW, TWO TRAINS RUN ON SAME TRACK**

Read about Magic Electrol, the sensational Lionel invention that enables two trains to operate on the same track circuit, with each independently controlled. See pictures of new freight cars, so light in weight an engine can haul a dozen of them. Read all about the Lionel locomotive whistle that sounds any whistle signal of the Official Railway Code. Don't delay! Clip and mail coupon below, at once!



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Prevents one and
the same track from
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MAGNETIC CRANE
Lifts and drops
loads with ease.
Turns in either direction
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Lifts artificial coal
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by electric switch.



WHISTLE
Lionel's new whistle
sounds any whistle
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Please send me a free copy of the new Lionel Catalog of 1940.

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CITY _____ STATE _____



Christopher Morley points to his reinterpreted city of Troy on the curtain of the Millpond Playhouse. Conceived by himself and painted by young artist Edward Dawson, Morley's

Troy shows the city's towers, battlements, and a recent gift of civilization on its outdoor advertising board: a picture of a parade of troops. It represents the present siege of Britain.



By Roslyn Millpond these young actors in Greek costumes relax between their rehearsals and gaze across the water as

if it were the Hellespont at Troy. Their favorite pastime is feeding the wild ducks that stop here every autumn.

"THE TROJAN HORSE"

Young actors form suburban colony to give Christopher Morley's play

Of all Christopher Morley's 41 books, including *Kitty Foyle*, the nearest to his heart was *The Trojan Horse*. Dissatisfied with it as a novel, Morley in 1934 rewrote it as a play which Broadway turned down because it was too big and expensive to stage. But this month *The Trojan Horse* is being successfully produced at the Millpond Playhouse in Roslyn, Long Island, under conditions that confound Broadway's wisdom only 24 miles away.

To play Greeks and Trojans 32 young actors moved to the village of Roslyn where most of them get free room and board at the Neighborhood House transformed for their exclusive use into a sort of festive Greek camp. Pay is \$5 a week. Because the House adjoins the theater, they often eat in costume, practically roll out of bed onto the stage. Their director is 27-year-old David Lowe who put on Morley's comedy *So, I Shoulders* at Roslyn last summer. They have three chaperones.

Morley himself lives nearby. He often presides informally at performances as he used to twelve years ago in Hoboken where he revived such oldtime musicals as *The Black Crook*, and revived his audiences with beer. In Roslyn clam broth is served between the acts. The Long Island Railroad is so impressed by Morley's new enterprise it is considering naming one of its engines *Trojan Horse*.

The story of Morley's play, told before by Chaucer and Shakespeare, concerns the love affair between Troilus and young Cressida during the siege of Troy in 1183 B.C. Because Morley believes "Troy belongs to all times at once," some of his characters wear modern costumes, speak current slang. His invading Greeks symbolize the totalitarian forces, while the Trojans represent the civilized, easy-going democrats.

On the opposite page are scenes from the play, followed by more views of the actors' interesting offstage life.



This is Crossida thanking her Uncle Pandarus for a new robe. Easy-going Pandarus in Wall Street dress is Troy's top financier. He underestimates the Greek menace.



Sarpedon's night club outside the walls of Troy is neutral territory where Greeks and Trojans meet. Here a Greek soldier breaks club rule, dances with a Trojan girl.



"Six bastard sons of King Priam" sit in a corner at a family banquet and give boisterous cheers. A typical cheer: *Proud! Say it loud! This is Priam's left-hand crowd!*

CONTINUED ON NEXT PAGE



Enjoy the luxury of the
"FLAVOR-YEARS"

in the mellow ripeness of

ANCIENT **A**GE

Each year after 4 adds finer character to whiskey. In Ancient Age you get the full taste advantage of extra "Flavor-Years" at the milder 90 proof. The straight whiskeys in Ancient Age are eight **YEARS OLD**

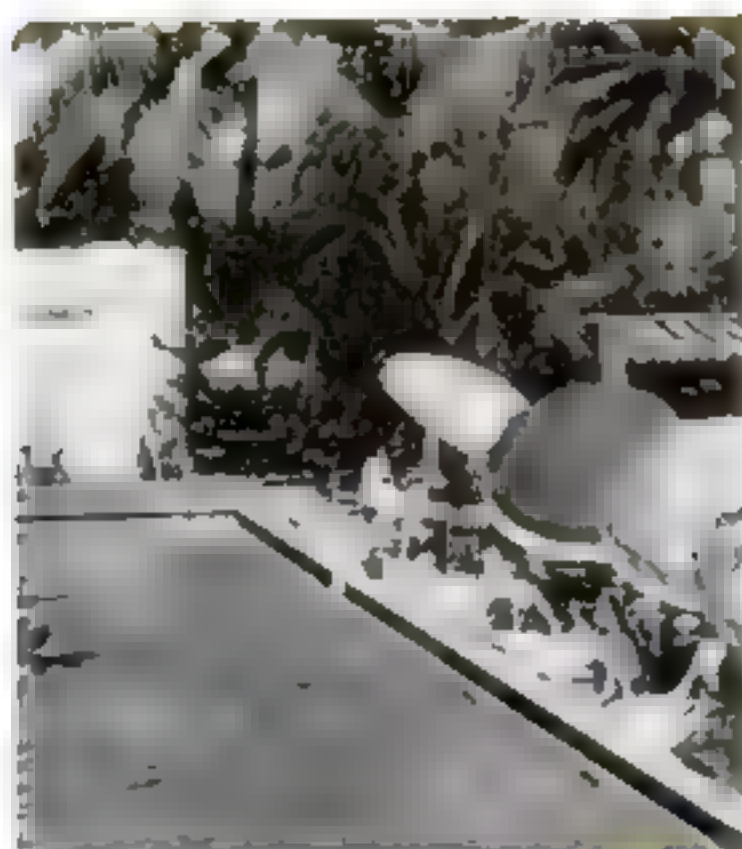


A BLEND OF STRAIGHT WHISKIES. COPR. 1940. SCHENLEY DISTILLERS CORPORATION, N. Y. C.

LIVE YOUR OWN LIFE IN THE SUN



The Simple Life abounds on an eight mile stretch of warm, golden beach where kiddies play happily and oldsters bask in the sun.



Cabana Life means lounging de luxe in a setting like this . . . through membership in private clubs or the hotel cabana colonies.



Social Life moves in a gay whirl, with as much as you wish of parties, dancing, dining, races, regattas and top notch entertainment.



Sports Life varies. The finest in fishing, sailing, golfing, tennis and a dozen other sports . . . keener because of perfect climate.



MIAMI BEACH

FREE—New booklet lavishly illustrated in natural color photographs, with data on diversions, climate etc., to help you choose your life according to your needs and means.

Chamber of Commerce, Miami Beach, Fla., Please send colored booklet ☐ Hotel data ☐ Apartment data ☐ (4)

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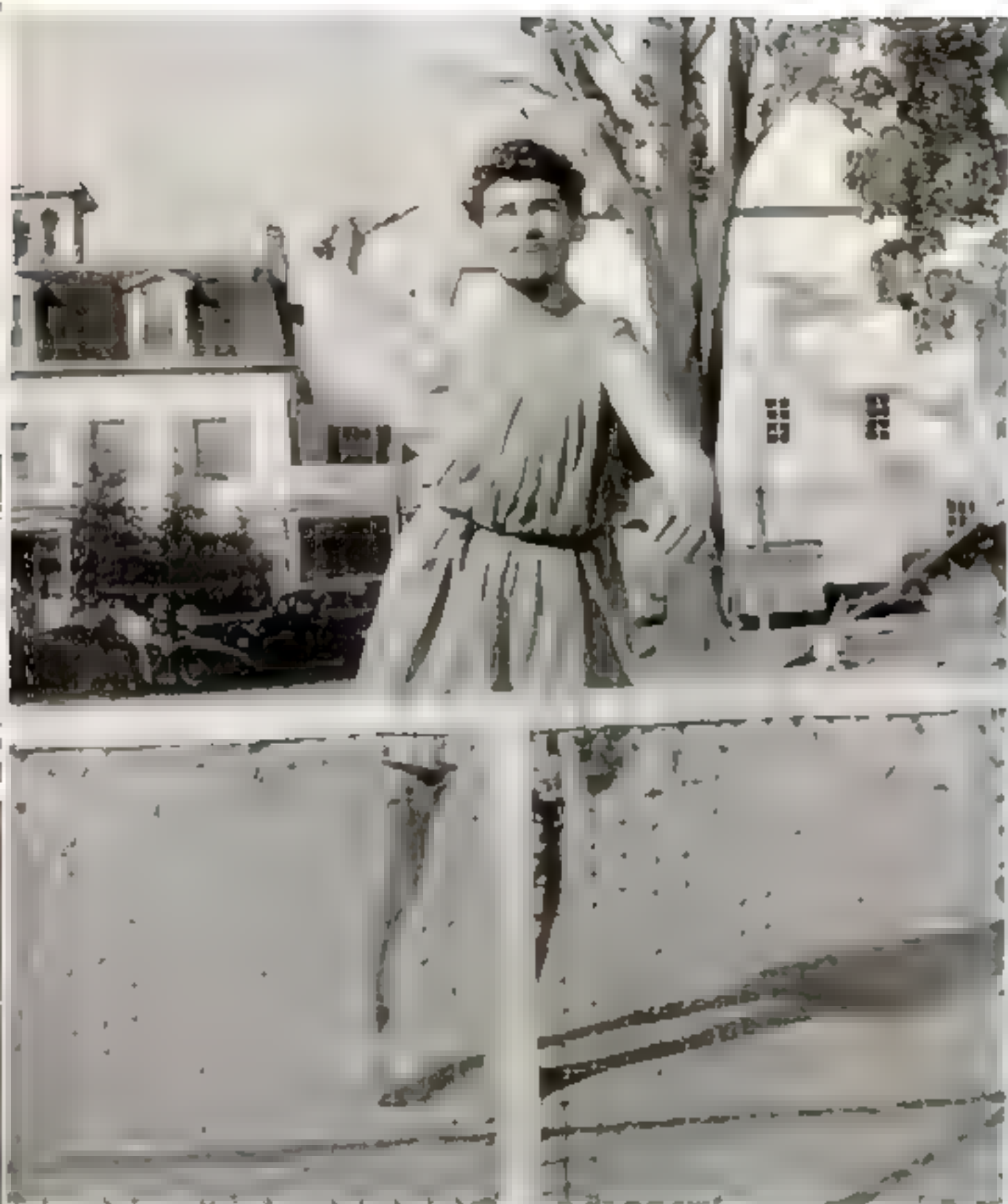
"Trojan Horse" (continued)



Colonel Hector in a gas mask is head of the Trojan Army. Dramatist Morley peppered his play with modern gadgets to show the similarity between old and new wars.



Warriors wake Trojan maidens in attic dormitory where five young actresses sleep in the Neighborhood House. On dress-rehearsal days entire cast puts on costumes.



Hector plays tennis between classes before the Ryan Neighborhood House. He is one of the many boys who live in the Ryan neighborhood. The Ryan neighborhood is one of the poorest in the city. The Ryan neighborhood is one of the poorest in the city. The Ryan neighborhood is one of the poorest in the city.



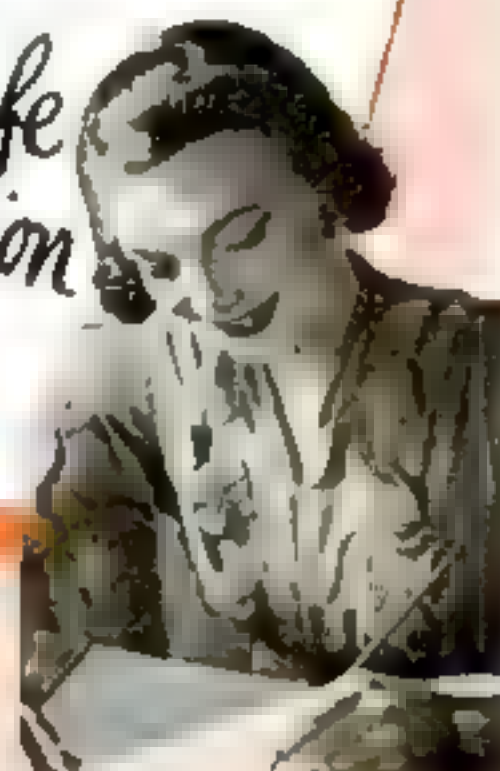
Helen wears them all day. The blonde in back is Helen of Troy. Behind her is a Trojan clippie and Cassius is a Trojan Warrior. Depictions and Troilus are also.

CONTINUED ON NEXT PAGE

IF BIG GIRLS WROTE NOTES TO SANTA CLAUS TOO...

They'd say, "Won't you give my best boy friend a cue: The gift I'd like best is a Cavalier chest And nothing else, really, will do!"

I hope he gives me a Cavalier Cedar Chest with a Keep-Safe Combination Lock—



EVERY WOMAN WANTS

A Cavalier CEDAR CHEST



Ask your dealer to show you this, Cavalier's Christmas special in beautiful walnut veneers.

29



Gay walnut chest, with swinging end compartments to hold small things.



Early American maple lowboy, with drawer below chest.



At last a beautiful 18th Century chest—which also gives window seats with extra cushions.

Send 10c to cover mailing charge for lovely "Bride's Book"—complete plans for wedding—and after.



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1. a plan to be made for a wedding

2. a list of the things to be done

3. a list of the things to be done

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"Trojan Horse" (continued)



Breakfast is served in the girls' dormitory where Antigone prepares porridge on ancient wood stove for Troilus who kolls on bed in traditional style of Greek lanquels.



Helen of Troy awaits her morning shower which can be entered only through boys' dormitory. As this case proves, each boy is honor bound not to look while girls wait.

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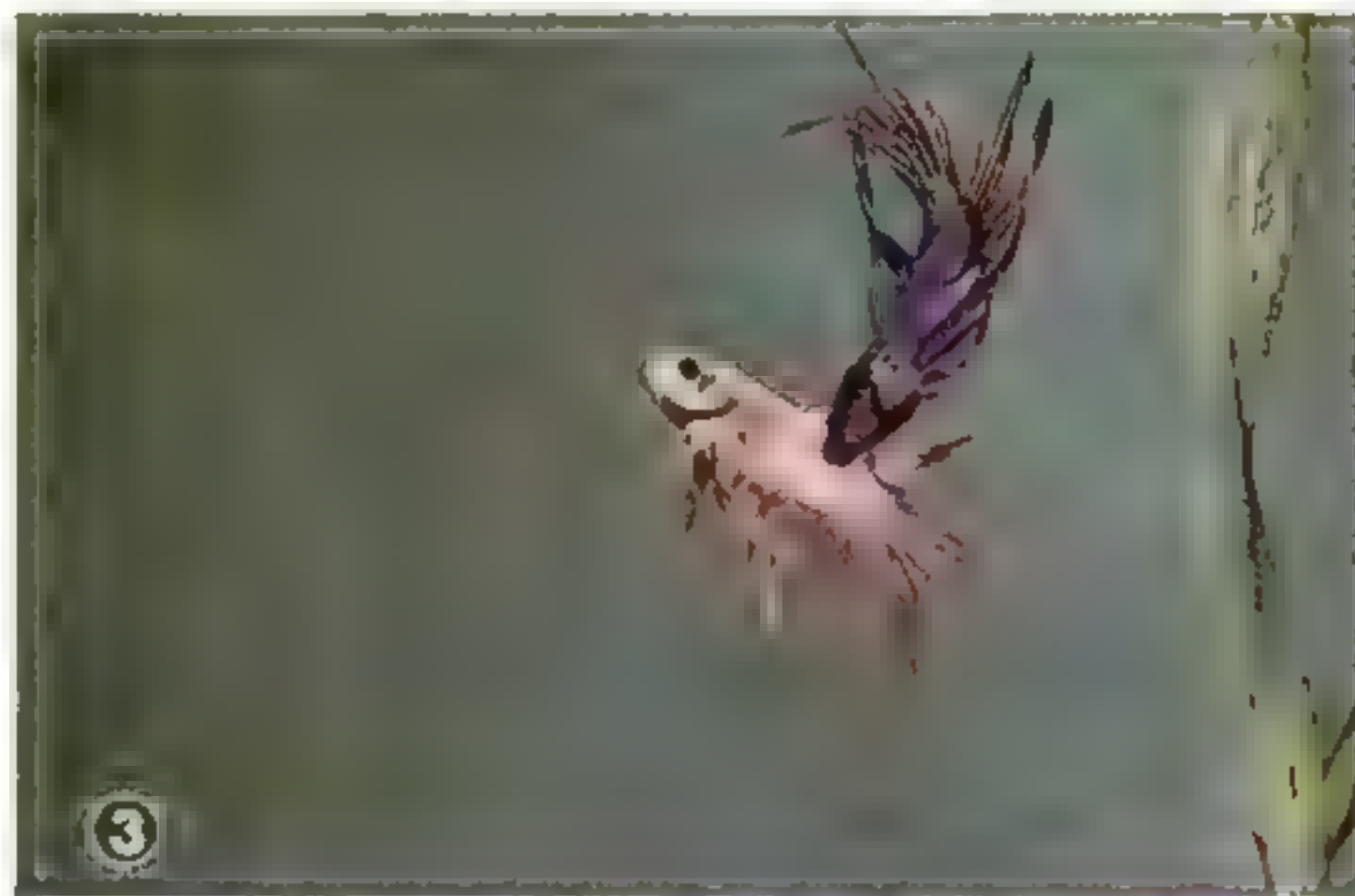
1

THEIR FINS TAUT AND GILL COVERS RUFFLING, TWO FISH PREPARE FOR BATTLE



2

IN A SWIRL OF SILVER WATER PINK FISH ATTACKS, LOCKS JAWS WITH THE BLUE



3

BLUE GETS IN A STINGING BODY BLOW, WHILE PINK TRIES HARD TO SLIP AWAY



4

IN A DESPERATE COUNTERATTACK, PINK WHIRLS ONTO HIS SIDE, STRIKES HARD



5

BLUE FISH IS TIRING FAST AS PINK PLUNGES FROM ABOVE TO STRIKE ONCE AGAIN



6

IN FULL FLIGHT NOW, BLUE FISH DASHES TOWARD THE WEED LOOKING FOR SHELTER



7

BEATEN AND EXHAUSTED, BLUE FISH LIES AT BOTTOM. PINK PLUNGES FOR KILL

SIAMESE FIGHTERS

THEY ARE PRETTY AND SMALL BUT ACT TOUGH

Ounce for ounce, one of the best and toughest fighters in the world is the beautiful, many-colored Siamese fighting fish (*Betta splendens*) shown in spectacular action on opposite page. Taken by Gjon Mili's color camera, the pictures show a bitter death struggle between two ferocious males, neither more than 2 in. long. The fight ended only when the fins of both fish were torn to shreds, their scales nipped off, their gill covers ripped and bleeding.

In Siam (now Thailand) fish-fighting is as popular as cock-fighting in the U. S. In addition, it is legal. In Bangkok there are a dozen registered betting places where fish are fought and wagers placed on the outcome. Usual way to start a fish fight is to place two males in opposite glass jars, let them get mad by looking at each other. When their gill covers stand on end and their body colors deepen and become more vivid, they are placed together in the same jar. There they charge at each other. With their sharp teeth they tear each other's caudal and vertical fins, cut the armor-like scales on the sides of their bodies. Most spectacular struggle of all is when they lock jaws, pull each other frantically through the water, rotating all the time on their long axes. The fight is over and bets collected when one of the two quits.

Almost as interesting as the fighting proclivities of these strange little fish are their breeding habits, shown on this page. After a violent courtship during which he has bitten, cut and tormented his female, the male suddenly one day starts to build a bubble nest on surface of the water. This is to be a nest for eggs. Then the male twists his body around the body of the female, fertilizes eggs as she lays them. As the eggs drop toward the bottom, both the male and female take them in their mouths, carefully place them in bubble nest. When the eggs have all been tucked away, the male once more attacks the female, this time drives her away. Then he proudly stands guard alone over the eggs until they are hatched.



The breeding starts with the male embracing the female after he has enticed her to him by displaying his brightly colored fins. Sometimes fish embrace as often as 200 times a day.



The male dashes after the falling eggs, takes them carefully in his mouth. Already he has fertilized them. The female still lies partly overturned, close to the surface of the water.



Into the bubble nest the male blows the eggs, then stands guard. The incubation period is 20 to 40 hours. Should eggs fall out of the nest, the male will catch them, put them back

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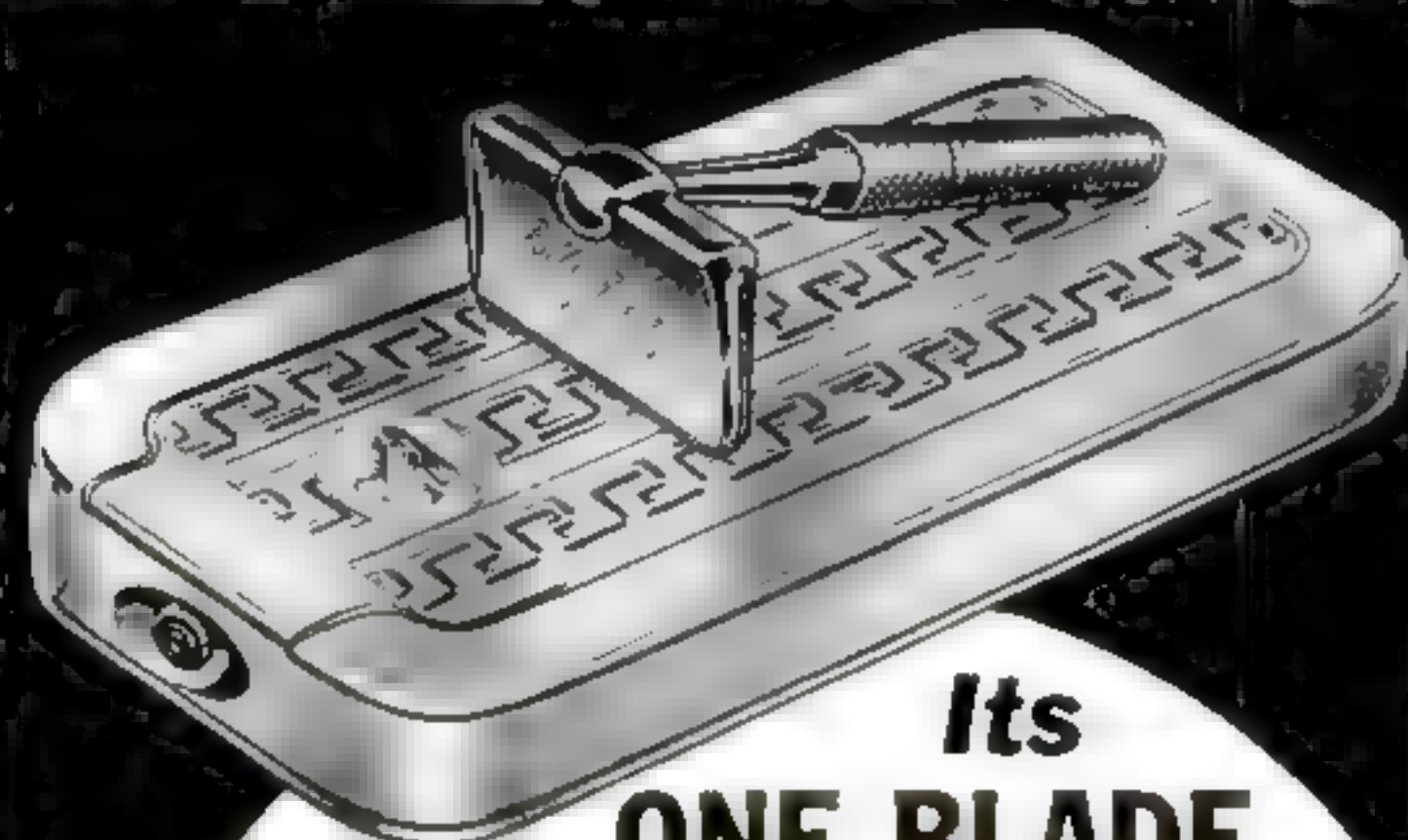
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Siamese fighters (continued)



Two males square off for a fight while a female at bottom of tank looks on encouragingly. Fights are started by letting males scowl at each other through a plate glass.



A male and female go through the preparatory motions of courtship. The Siamese fighter is carnivorous, likes mosquito larvae best but will eat scrapings of other fish.



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Pacific and the lights of 60 cities come up to greet the night. Then join the after-dark fun...broadcasts, premieres, sneak previews, symphonies and, later, the friendly supper clubs with their merry MC's and celebrities at the next table. Each day, each night, can be a new adventure.



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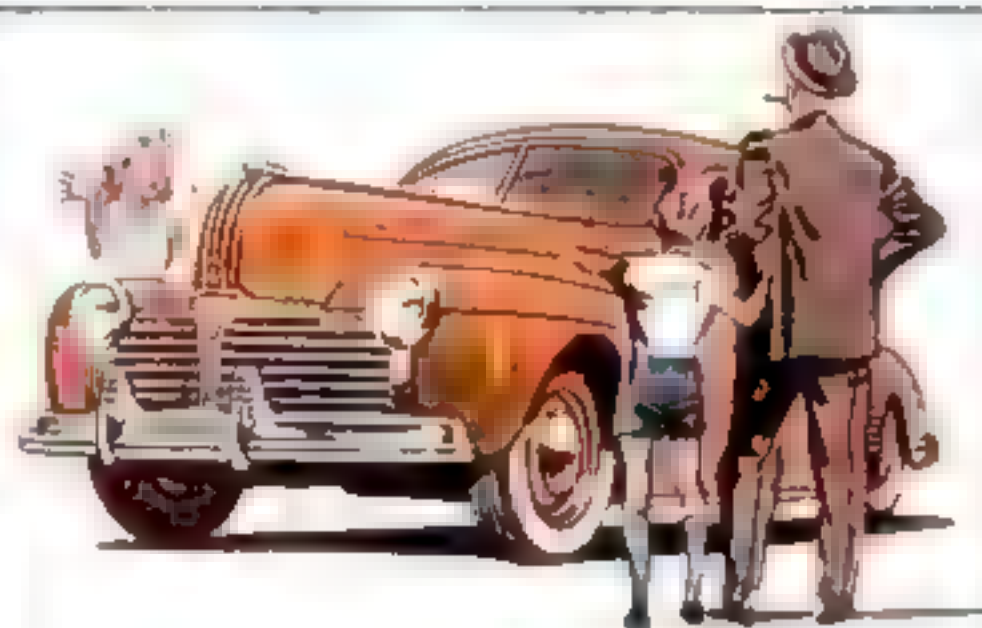
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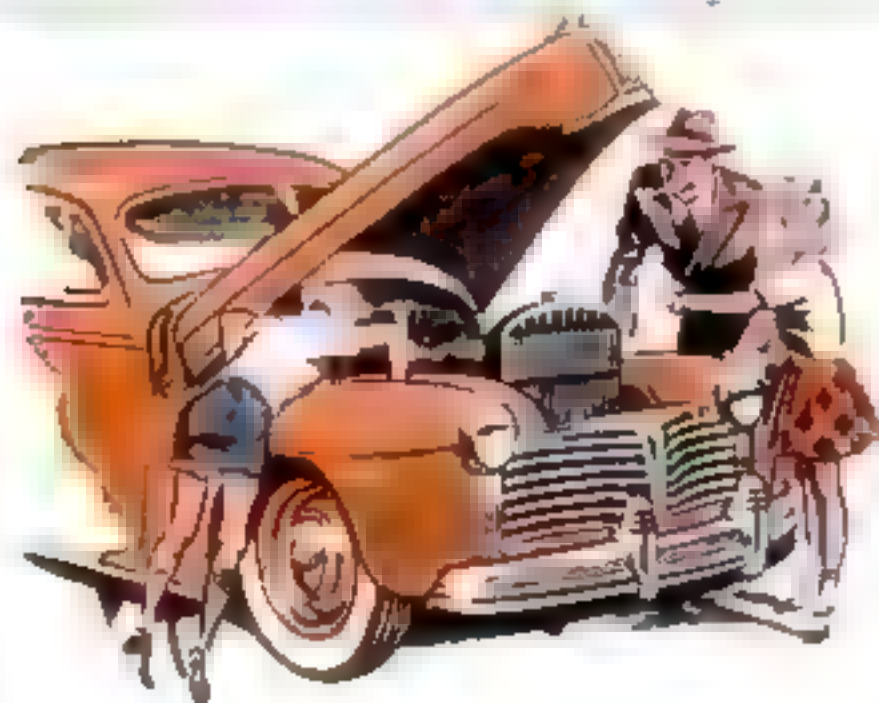
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LAND YACHT TRIP

TRAILER TAKES THE THAWS FROM PARIS TO INDIA

For no nation has the world ever been a more huge and interesting place than for the citizens of the U. S. As the greatest tourists in history, they have felt during this first year of War the symptoms of incipient claustrophobia. But proof that the big world is not yet totally engaged in total war is implicit in the maiden voyage of the newest U. S. liner, the *President Jackson*, which left New York Nov. 2 to take 100 U. S. citizens on a round-the-world tour. Avoiding Europe, China and Japan, it will still have ports of call to make in Africa, India, the East Indies and in South America. Even better proof is the picture album shown here, of the extraordinary "land yacht" voyage of 20,000 miles, from France overland to India, recently completed by two travel-loving New Yorkers, the Lawrence Copley Thaws.

With the leisure and the means to satisfy their wanderlust, they won professional fame as traveloguers on half-year safaris in Africa. For their greatest trip they spent two years laying plans, assembled 15 tons of equipment and a fleet of five vehicles, and as flagship designed themselves a land yacht. A roomy 40-ft. trailer, completely air-conditioned, it cost

\$80,000. In June 1939 they refused to be daunted by the prospect of war, only two months away, and sailed from New York.

From Paris the Thaws rushed their five-car caravan with a staff including Photographer John Boyle, Mechanical Engineer Earle Fahrney and six Indian servants to the German border, where they found officials equally anxious to get them out of the country before war started. Through the Balkans their route over rutted muddy country roads paralleled a

superhighway under construction. Caught by the outbreak of war in Syria, their voyage was nearly ended by French gas rationing. The Thaws did not feel they had escaped until they were well started down the ancient Silk Route to Baghdad, under escort of an Iraq desert patrol. In November they crossed the Khyber Pass into India.

They saw the gardens of Shalimar, the white marble Taj Mahal, funeral ghats on the banks of the Ganges, the Juggernaut at Puri, the ruins of world's largest city on the island of Ceylon. From their tourist pilgrimage they took time out to hunt tigers in the shadows of the Himalayas. They had, above all, a more intimate view than any tourist ever had of the medieval world of India's bejewelled princes, secure in the treasures of ancient conquests. As state guests of nine maharajas in succession, the Thaws parked their caravan in marble courtyards, lived as potentates themselves in princely guest palaces. On a quarter-million feet of color movie film they documented the splendid pageants of birthday, betrothal and wedding durbars, and photographed their hosts at polo, pig-sticking, and in their new enthusiasm, airplane flying.



THE THAWS' 20,000-MILE TRIP FOLLOWED THE SILK ROUTE TO INDIA

King of Iraq, four-year-old Feisal II, was the first of a long succession of royal hosts who received the Thaws on their long trip. Here Mr. Thaw introduces him to the taste of Coca-Cola.



Maharaja of Patiala, the ruler of India's warrior Sikhs, towers above Mr. Thaw as he inspects the air-conditioned land yacht. The yacht was later sold to the Gaekwar of Baroda (see right).



A sheik of Iraq, Hassam eh Suhail, leader of 20,000 Bedouins, gave the Thaws a desert feast. Before saying goodbye Mr. Thaw tried on the white headdress of the Bedouins.



Gaekwar of Baroda invited the Thaws to attend his birthday durbar. Here he is shown with Mrs. Thaw on the palace lawn. Two of his state treasures are shown on page 70.



THEY RACE THE WAR TO ASIA MINOR, CROSS THE



On German military road the Thaw caravan stops for fuel. Under Army auspices, they were rushed through Naziland in record time, with highways cleared from the Rhine to Hungary. The Army's anxiety to get them out of the country convinced Mr. Thaw war was not far off.



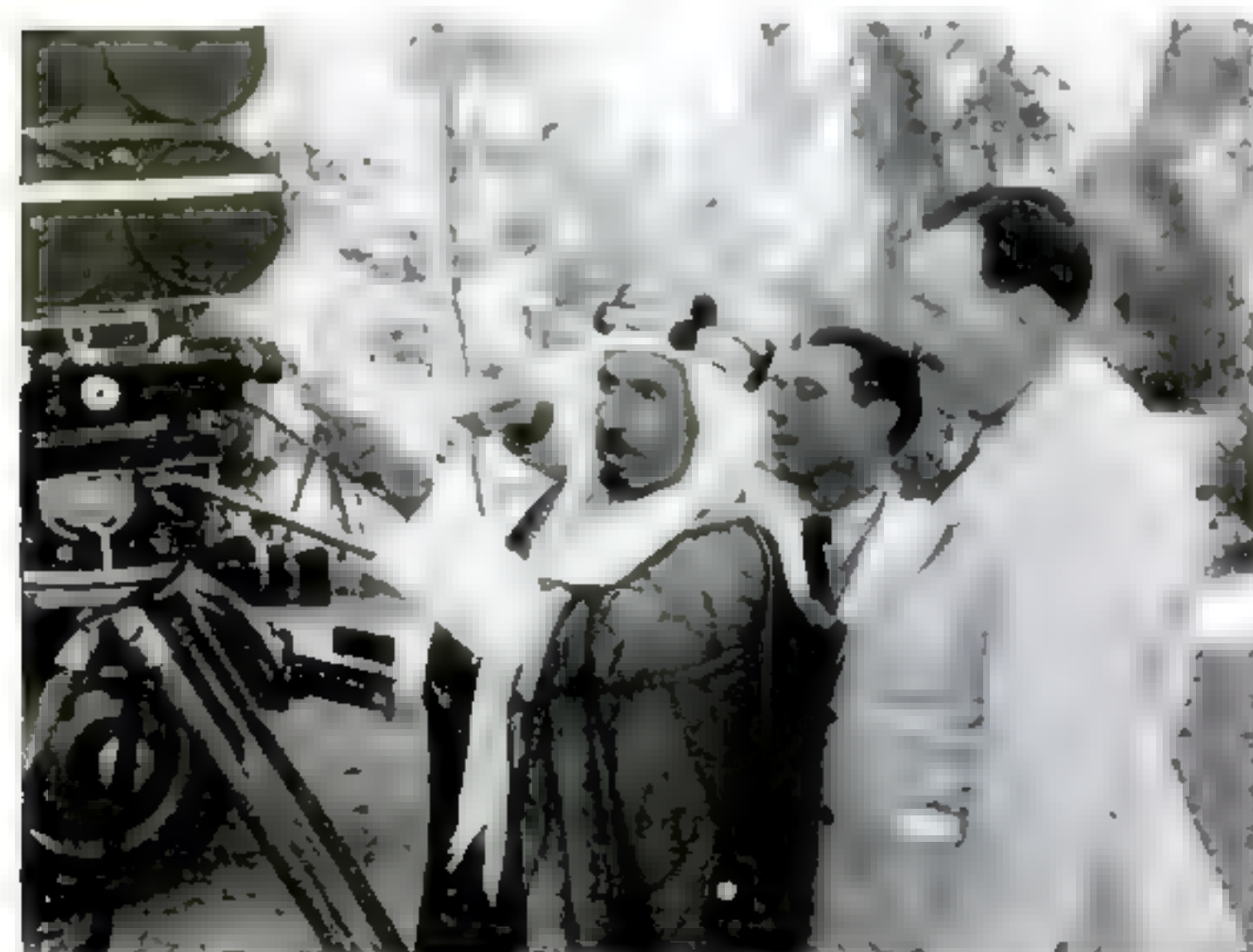
Bulgarian cheese factory provided the Thaws with a subject for an educational movie. Elsewhere in Bulgaria, with little persuasion, they got whole villages to stage feasts and weddings for pictures. Photo equipment was packed in sponge rubber in small trailer behind Buick.



Across Sea of Marmora, from Europe to Asia, the Thaw equipment provided a capacity cargo for a Turkish government ferry. The trailer was so big that it jammed in one of Istanbul's main gates. The ferry took them on a 60-mile sea detour around the coast guns on Bosphorus.



Turkish highways in Asia are practically non-existent. In some places the Thaw expedition had to lay down its own road with dirt and rubble. Here at the western end of the ancient Silk Route to India the Thaws felt that they could almost see chariot tracks in the mud.



Sheik inspects camera and gropes for Arabic words to express his curiosity about its mechanical principles. Through an interpreter, the Thaws aroused his enthusiasm enough to get several thousand feet of color film on the life of Sheik's tribe and the skillful riding of his men.



Sheik's feast topped off the Thaws' visit in the nomad encampment just outside Baghdad. Chief ingredients were lamb and rice in a variety of disguises, spread out on priceless carpets. *Pièce de résistance* was a lamb's right eye, which Mrs. Thaw had to refuse gracefully.

KHYBER PASS AND MEET THEIR FIRST MAHARAJA



In Khyber Pass, through 80 mi. of barren wastes, Thaws were relieved to see British block-houses on every hill and native troops on continual patrol. Here at the top of the pass, little picture signs direct slow-moving camel caravans onto one route, motor vehicles to another.



A Peshawar back street gave the Thaws a glimpse of an Indian red-light district. The border town of Peshawar, where they arrived in November, is heavily garrisoned. Until they started down the Grand Trunk Road to Delhi, the Thaws did not feel they had really reached India.



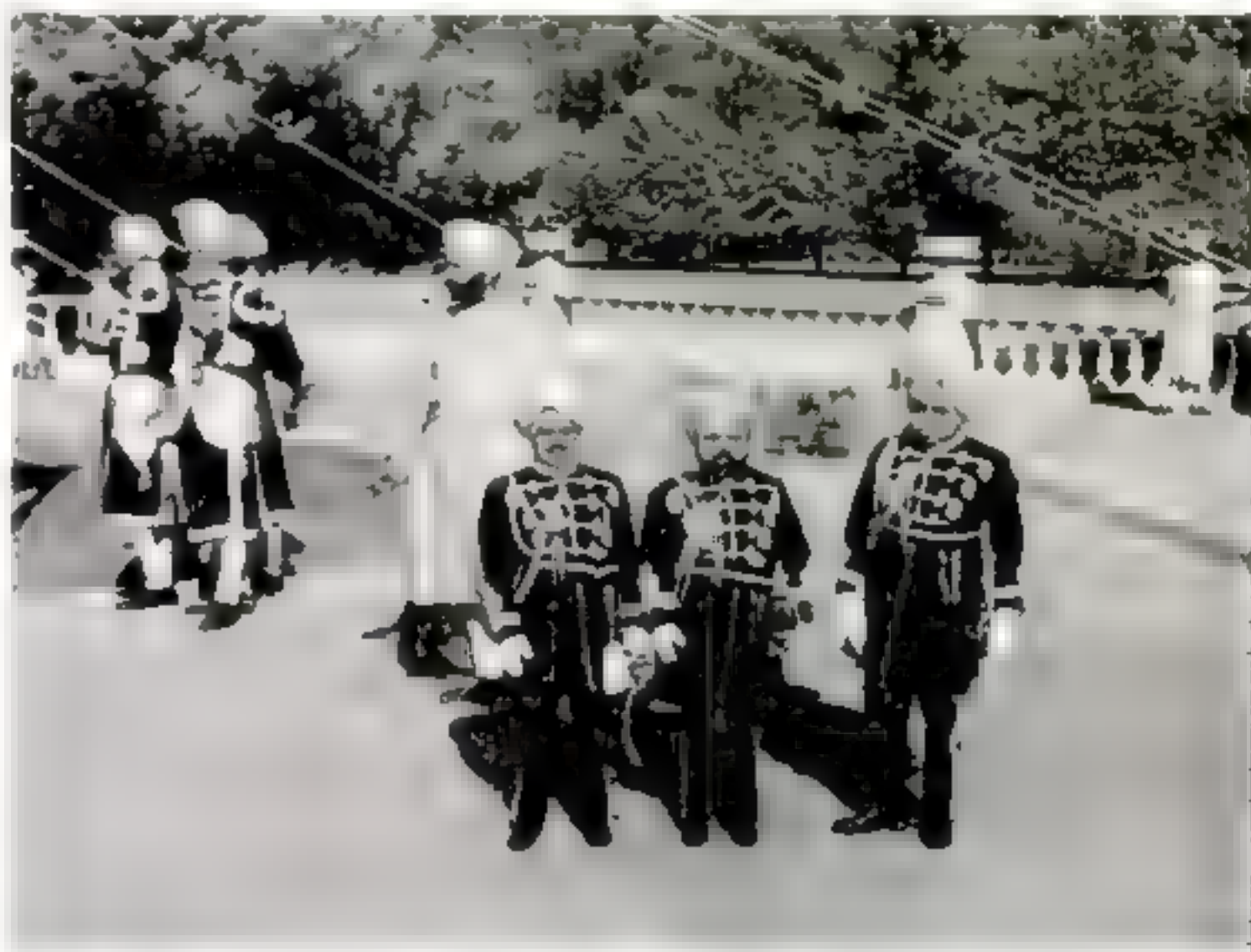
Maharaja of Kapurthala, the Thaws' first princely host in India, was escorted by an honor guard of elephants when he came out to inspect the air-conditioned trailer. With the Maharaja are two grandchildren. On the throne for 63 years, he is India's longest reigning Prince.



Grandchildren's zebra cart was their favorite present from the Maharaja. In Kapurthala guest palace, the Thaws had a huge retinue of servants to help them recover from their travels. They were dazzled also by the princely variations on rice and curry served at the Maharaja's table.

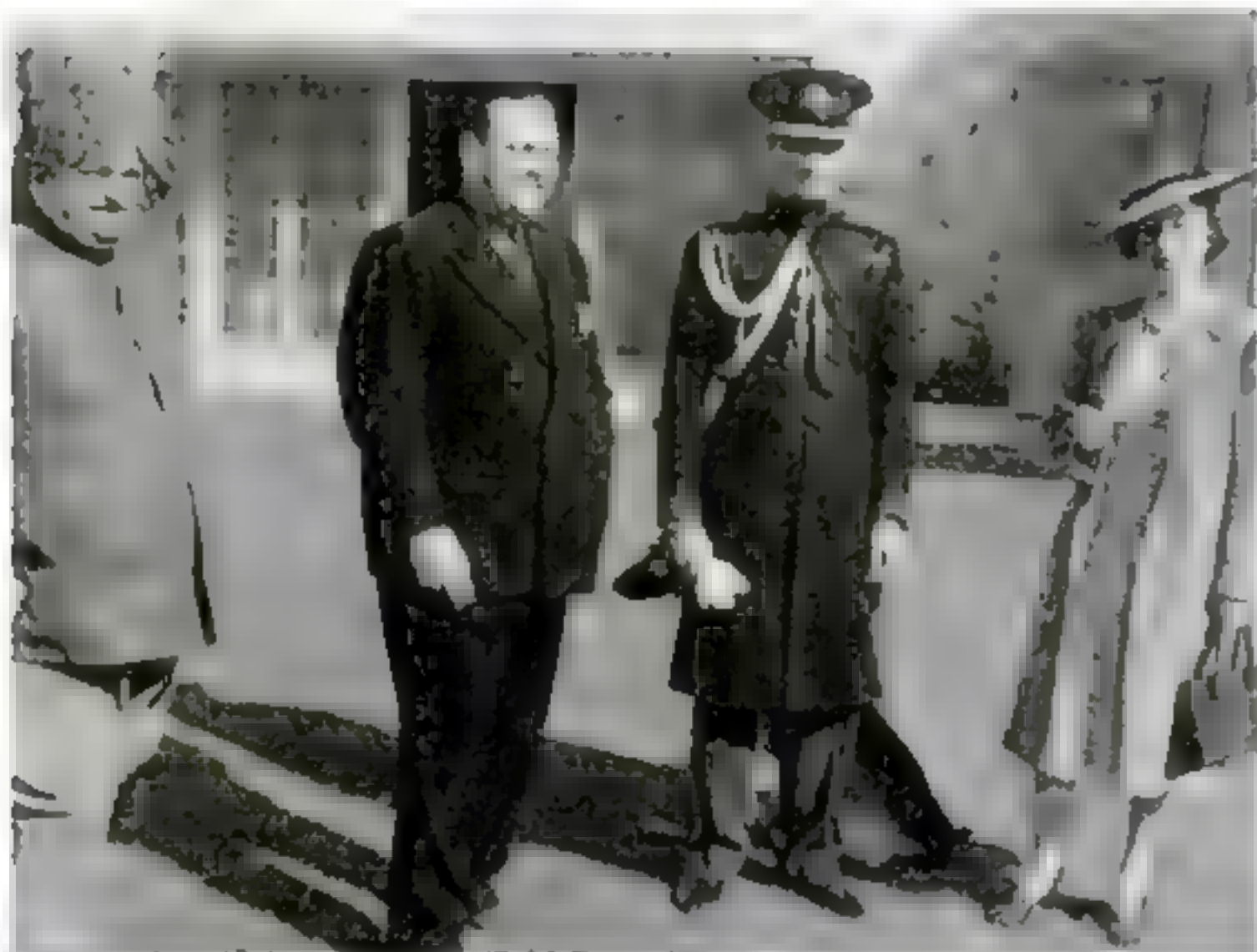


Maharaja of Patiala, whose full name includes Sri, meaning "powerful," repeated 108 times, here demonstrates his prowess at polo for the Thaws' movie and still cameras. His full-dress regalia is embellished with one of the world's most magnificent collections of diamonds.



Dwarf guard officers are a medieval whim of Patiala's 6-ft. Maharaja. Here they wear dress uniforms for their prince's birthday durbar. One of the tallest and handsomest races in the world, the full-sized Sikhs of Patiala provide Britain with her best Indian soldiers and police.

THAWS VISIT MAHARAJAS, GO TIGER HUNTING



Maharaja of Jaipur (in uniform) was Thaws' host in January, gave them a luxurious suite in his own palace. The word Singh in his name means "lion." He regretted an injury in an airplane crash-up made it impossible for him to demonstrate his polo game for Thaws' cameras.



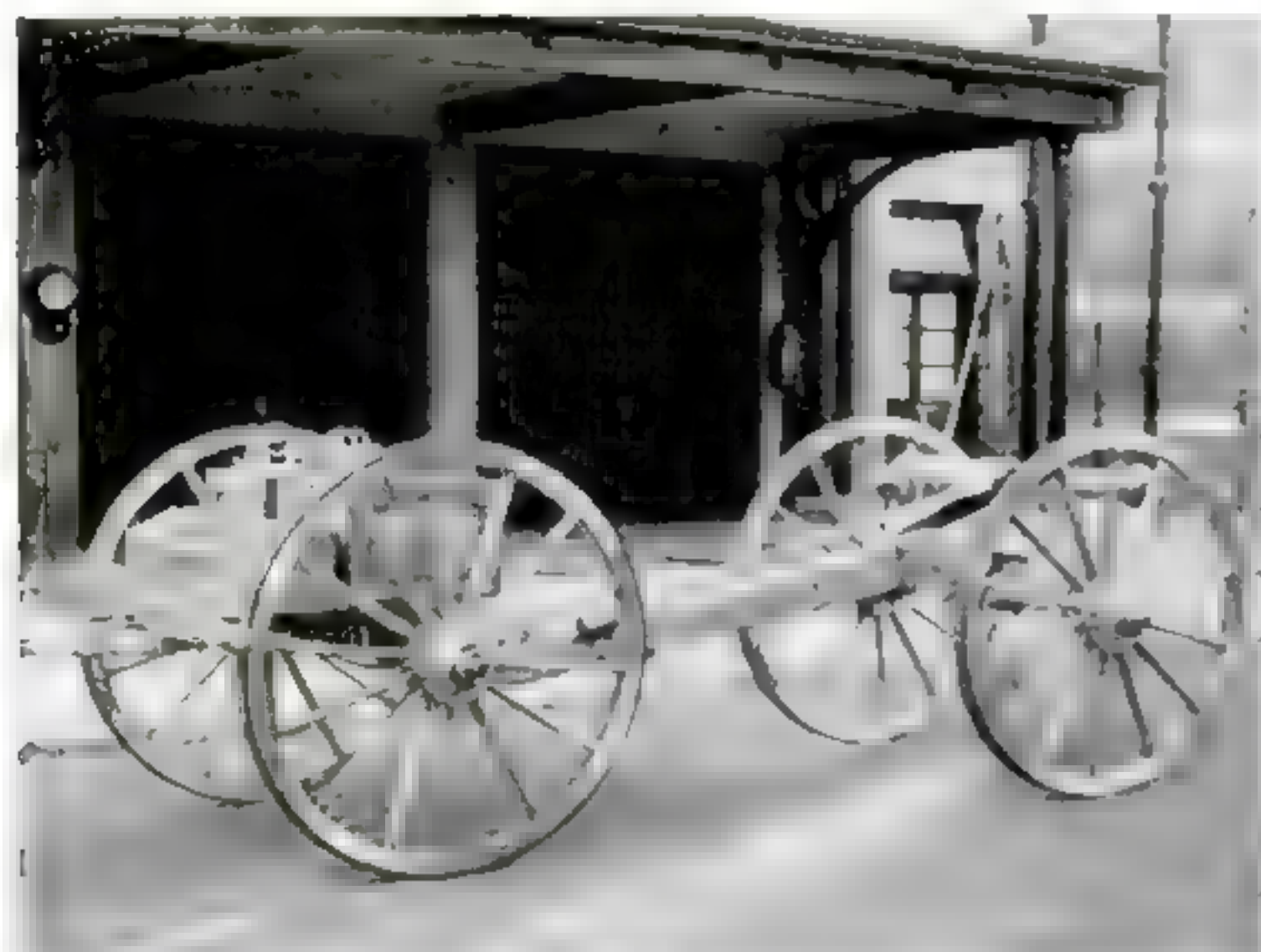
Astronomical observatory was built by a maharaja of Jaipur in the 18th Century. These structures provided fixed angles to check position of stars. The Moslem conquerors, from which the north Indian maharajas are descended, enriched India's culture in many ways.



Maharaja of Jodhpur, who took the Thaws pig-sticking, here shows how it is done. An ardent sportsman, the Maharaja's skill as a pilot won him the rank of Commodore in the Fleet air arm. His private airport in Jodhpur City is a regular stop on India's commercial airlines.



Jodhpur's new palace has been ten years in building, may be one of the last such edifices built in India. The Maharaja is spending a fortune to combine traditional magnificence of an Indian palace with modern construction. He got a taste of air-conditioning in Thaw trailer.



Solid gold cannon with silver mounting and carriages is one of the treasures of the Gaekwar of Baroda. Drawn by two milk white bullocks, it is produced on state occasions to fire salute of 21 guns to which the Gaekwar is entitled. Only five maharajas rate the top 21-gun salute.



Gold and silver carriage transports the Gaekwar of Baroda at durbars. Most Indian princes boast at least one such treasure. They hoard riches not as luxuries but as prime symbols of power. It made the Thaws uncomfortable to think how their wealth might tempt aggressors.

AND ARE STATE GUESTS AT TWO GREAT DURBARS



Hunting trip took the Thaws to the far north border province of Assam. Here Mr. Thaw has decided that walking is preferable to the rotary motion of the elephant's withers and leads way. This kind of overland foray is calculated to scare up buffalo, deer and wild elephant.



Mrs. Thaw's first tiger was revenge for a narrow escape of a couple of days before when a tiger's leap stampeded her elephant, nearly killing her. To get a tiger within gunshot range a cow is staked out in the jungle as decoy. Hunter shoots from a platform high in a nearby tree.



Sacred cattle in Calcutta street impressed the Thaws with the Hindu piety that is at the bottom of one of India's gravest economic problems. Owners of millions of cattle, Hindus are not allowed to slaughter them, do not try to improve their breed for greater milk production.



Maharaja of Bikaner invited the Thaws to attend two great durbars, celebrating the marriage of a granddaughter and the betrothal of a grandson. Here in his Rolls-Royce he takes the salute of his guard. (Bikaner is in northwest in desert that stretches west to Mediterranean.)



In his durbar hall, the Maharaja of Bikaner is enthroned to receive the princely guests who jammed his railway yard with private trains. Maharajas of Jodhpur and Jaipur arrived by plane. All were escorted by entourages numbering from 200 to 600 soldiers and courtiers.



The young bridegroom, heir to Udaipur, is carried into Bikaner palace on a silver palanquin, after procession through the city in a gold howdah on the back of an elephant. Mrs. Thaw was one of the few non-members of either family allowed to witness the five-hour ceremony.

THAWS ATTEND WEDDING FEAST, SEE TEA GROWN,



Betrothal gifts to swell the already considerable fortune of Bikaner's grandson are carried in state procession across the palace drive. The Prince's betrothed, the Princess of Dungapur, is only a child. Their wedding will be deferred for several years until she has reached 15.



Wedding banquet sat 300 guests, including 14 maharajas and the Thaws, at tables set with solid gold plate and service. Mrs. Thaw's escort was 10-year-old Raja of Mudhol, who conducted himself with the utmost courtliness and invited the Thaws to hunt in his country.



Nine maharajas, not admitted to the wedding ceremony, sit in the patio to watch dancing girls. Mr. Thaw stayed with them to take pictures, while Mrs. Thaw watched wedding. An entertainment high spot were Bikaner fire dancers who performed barefoot on glowing coals.



Camel artillery, organized to maneuver on Bikaner's desert terrain, pass in wedding review. Under personal command of their Maharaja they were stationed at the Suez during World War I, and helped him to win the rank of lieutenant general in the British Army.

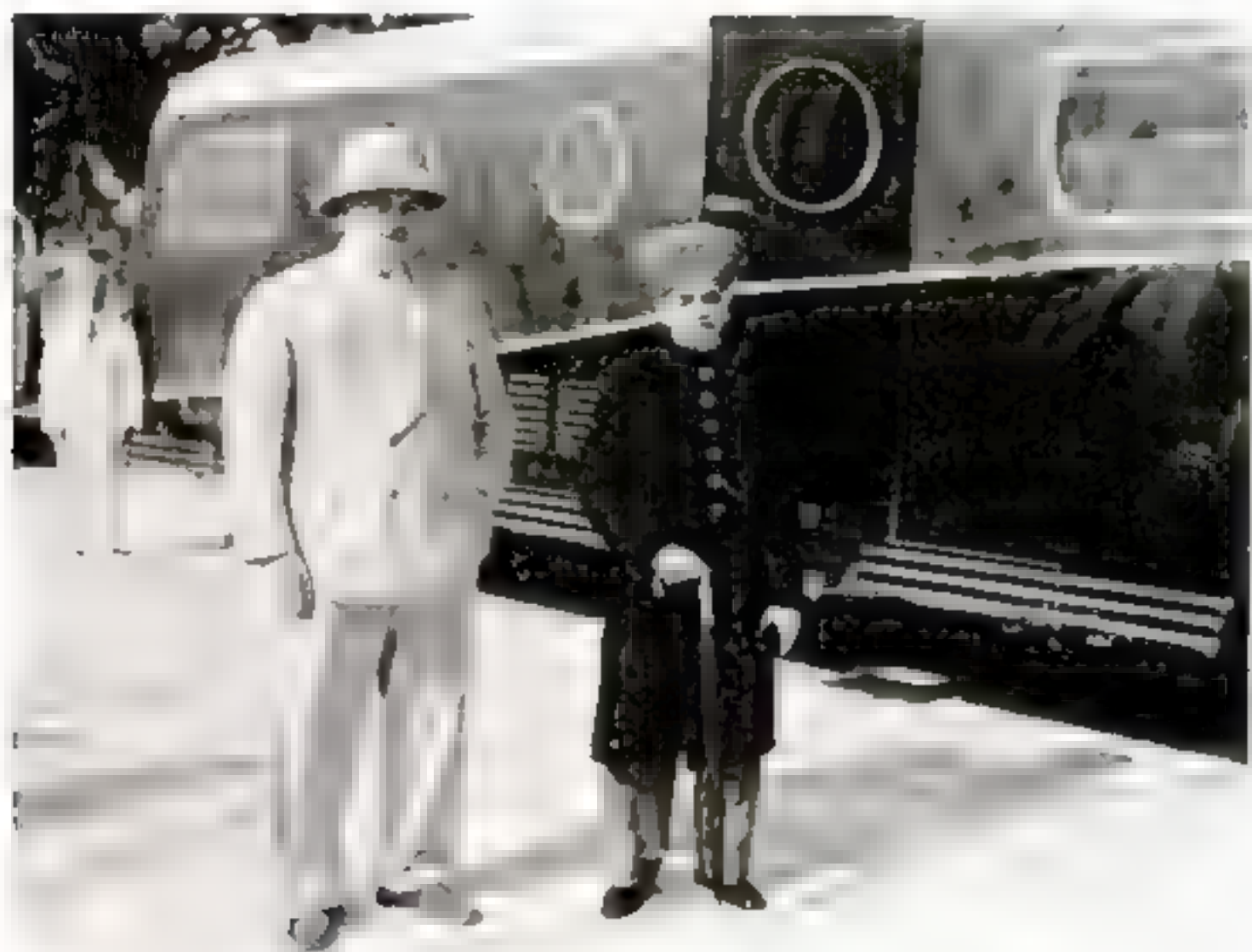


On formal hunting trip in Hyderabad, Thaws were guests of the son of state's progressive prime minister, Sir Akbar Hydari. With 30 servants, huge tents and full supply of silver and china, they lacked none of the court luxuries. Mrs. Thaw (third from left) bagged another tiger.



Island of Ceylon, where they tasted Lipton's tea at its source, was explored by the Thaws in March. Here they were awestruck at the 65-mile-long ruins of what must have been the biggest city in history, Anuradhapura, where untold millions lived during the time of Christ.

AND MEET A HINDU DEMON AND SAINT IN MYSORE



Maharaja of Mysore called on the Thaws during their stay in his guest palace and was shown wonders of the big trailer. He had wonders of his own to show the Thaws in his thriving industrial principality, which boasts blast furnaces, factories and India's richest gold mine.



Sabu's elephant, Irawat, retired after brief and successful movie career as co-star in *Elephant Boy*, takes his ease at his own tether on a Mysore farm. Sabu, himself a native of Mysore, is currently in Hollywood continuing his career and recently appeared in *The Thief of Bagdad*.



Mysore Palace, etched out against the sunset by thousands of light bulbs, makes a proud display of surplus hydroelectric power generated under the Maharaja's public works program. This industrialist prince, who died in August, was famed also as a deeply pious Hindu.



Gomata's marble feet are anointed by his pious faithful. Above the feet rears a massive nude 60-ft. statue of the greatest saint of the Jain sect of the Hindu faith. In accordance with religious rules, the Thaws had to climb barefoot up the steep hill on which it stands.



Hindu demon, one of thousands throughout India, brandishes a snake in one hand, a sword in the other near Mysore City, capital of one of India's biggest principalities. This statue was the last of the many wonders beheld by the Thaws in their 20,000-mile overland voyage.



Lipson

1940

To the Honorable John Cudahy -

BELGIUM'S LEOPOLD

U. S. AMBASSADOR CLEARS THE KING OF "TREASON" CHARGE

by JOHN CUDAHY

Last January when the war was four months old, I first met King Leopold III in one of the florid baroque salons of the royal palace in Brussels. It was a queer ceremony, that presentation. There was no Letter of Credence, no written address, nor any substitute trappings or stage business upon which to project a proper induction to office. Ushered into the imposing high-ceilinged reception room, I approached the King. He extended his hand cordially with a smile of genuine friendliness, and that was my official introduction as U. S. Ambassador to Leopold, King of the Belgians.

He was dressed in field army uniform and looked the soldier, a tall handsome figure with well-set shoulders and the ruddy clear skin of the athlete. Later, sitting opposite him in another room of the palace, I was struck by his extreme simplicity, a simplicity approaching shyness, accentuated by an air of deep melancholy. He had a profusion of blond hair over a broad, high brow, and fine regular features which, as I have said, were shadowed by sadness.

It was under Leopold III's leadership that Belgium adopted a Doctrine of Independence after the invasion of the Rhineland in the spring of 1936, which smashed the Treaty of Locarno in irreparable fragments. When Locarno fell, all students of international affairs realized the inevitability of war. The marching of the armies was certain—it was only a question of time.

Under this Policy of Independence, King Leopold openly declared that henceforth Belgium would determine its own measures of defense regardless of any steps taken by its former Allies. On April 24, 1937, Great Britain and France in separate declarations, jointly timed, relieved and acquitted Belgium of all its promises under the Treaty of Locarno, yet entered into a solemn undertaking to come to the immediate aid of Belgium in case of invasion. Six months later Germany, in a like statement over the signature of Baron von Neurath, Minister for Foreign Affairs, recognized the duty to observe the inviolability of Belgian soil and to protect Belgium from all aggression.

If deliberate pledges, solemnly executed, meant anything between nations, King Leopold had no cause for worry, and yet he was worried that January morning of our first meeting. His eyes were shadowed by lack of sleep and, calm as he was, his hands betrayed the strain under which he suffered. And yet, he refused to despair. Twenty-five years ago, he pointed out, the German Army had fired the opening gun of the 1914 war on

Belgian soil, but now four months of this present war had gone by and so far the country had escaped. There was hope in that reflection, the King said, a hope which in itself justified his Policy of Independence.

I could not resist putting my skepticism in words, but the King would have none of it. Strict neutrality had kept the war from Belgian borders for four months, he reasoned, therefore, it well might keep Belgium from the conflict to the end. He admitted that the British had complained about a lack of co-operation, that they had not even a broad outline of the Belgian military position or dispositions nor any knowledge of the roads—absolutely indispensable military information in a quick war. The criticism of the French was even more acridly hostile. Belgium could please no one, but was kicked about by all sides, the King himself vilified and condemned with harsh unfair words. But what difference did all that make, he asked in his sad, soft-spoken way, if he could preserve the peace for his people. Every day the struggle was kept off Belgian soil was a day gained for the cause of peace and in the future there was always hope. Something might happen to avert the blow some way, and if one lost hope, he sighed, one lost everything.

"There is no danger but the immediate danger."

I came away from this first interview with this saying I had heard so often in Poland, echoing in my brain with the monotonous beat of a tom-tom: "There is no danger but the immediate danger."

So April came around. A succession of soft, balmy days of fleckless Italian-blue skies and star-studded soft nights and then, as suddenly as a flash of lightning from those same innocent skies, came word from the Dutch that invasion of their country was threatened within a matter of hours. If the Germans crossed Dutch territory in force, it was a decisive blow at Belgium, for the two Low Countries formed a strategic integer, and the Belgian General Staff made no secret of the fact that Belgian troops would march if Holland were invaded south or west of the Zuider Zee.

I saw the King twelve hours before the big attack came. Two emissaries were alleged to have started from Berlin with an ultimatum to the Dutch Government from Hitler. We reported the story, but it developed that while the emissaries had made preparations to leave Berlin, there was no record of their arrival at The Hague. Ambassador Kennedy called me from London to ask about it. I went out to the summer palace at Laeken on the

Of the many tragic questions raised by World War II, few have been more discussed and less completely understood than the question of whether or not King Leopold III of the Belgians betrayed his Allies in the Battle of Flanders last May. In the belief that the best authority on this point is America's able Ambassador to Belgium, John Cudahy, LIFE asked Mr. Cudahy to describe the events leading up to Leopold's surrender as he saw them. Ambassador Cudahy, who was last week also preparing to summarize his views in a nationwide CBS broadcast, herewith gives LIFE readers a historic eyewitness account. Ambassador Cudahy's article is followed by the first complete military report on the Battle of Flanders which amplifies his account of the fighting

FRIEND OF BELGIANS STATES KING'S CASE

As the Friend of the Belgian People—an official title given him by King Albert after the last war—ex-President Herbert Hoover is well equipped to know about Belgium's present tragic problem. In *The Belgian Campaign*, published Nov. 25, Mr. Hoover sets forth his views in an introduction to an impressive series of documents which establish major facts about the Battle of Flanders. LIFE presents here a brief digest of Mr. Hoover's introduction. Pictured on succeeding pages are other distinguished contributors with summaries of their contributions.—ED.

by HERBERT HOOVER

On May 28, 1940, Premier Paul Reynaud of France made the following statement over the radio:

"I must announce to the French people a grave event. This event occurred last night. France can no longer count on the Belgian Army. . . . King Leopold III without a word to the French and British soldiers . . . laid down his arms. It is a fact without precedent in history." That statement is absolutely untrue, both in fact and in its implications.

The majority of the Belgian leaders at that moment in France, unable to obtain other information and under extreme pressure from the French Prime Minister, supported this denunciation.

I do not accuse Premier Reynaud of wilful misrepresentation. The enormous strain he was under and the misinformation which had been placed in his hands by officers of the French Army endeavoring to cover their own failures, are a matter of record.

Nevertheless, human justice and the interest in a brave people who have always occupied so warm a place in the American heart require that this statement be not allowed to stand. It is contrary to all of the facts. Having had a quarter of a century of acquaintance and friendship not only with the Belgian people but with the constitutional leaders of Belgium, including the present King and his father, I feel it my duty to place the truth before the American people.

It is the more important that the truth be known as in the coming winter starvation and famine will stalk through Belgium. Many otherwise sympathetic people who would be interested in seeing that this brave nation again has a chance to live, tend to dismiss its cries in the belief that it betrayed the cause of freedom at a critical time. Never has a more wrongful charge been laid at the feet of a nation or its leaders.

When Premier Reynaud made his statement I felt from all my knowledge of the character of both the leadership in Belgium and the people themselves that it could not be true. And since that time I have made it my business to secure from Belgium an assembly of the facts, not from one person, but from a score of eminent men, Belgians and Americans, who lived through the various phases of this tragic incident. The material they have placed in my hands includes the most positive of documentation. . . .

Having sustained very large losses in protection of the retreat of his allies and convinced that no further benefit to the Allied cause could be gained by the annihilation of his remaining troops, and the massacre of vast numbers of refugees the King as Commander in Chief finally decided to surrender his Army. History will declare that he acted loyally and with immense sacrifice.

CONTINUED ON NEXT PAGE

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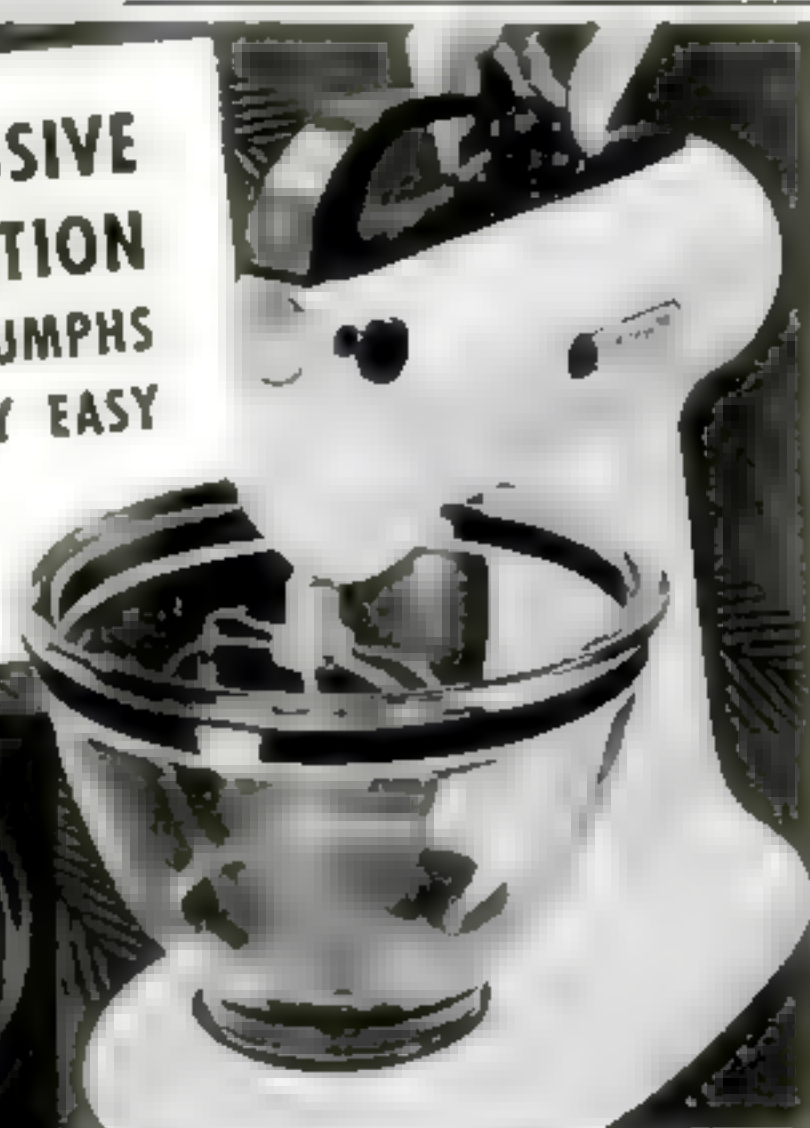
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Herbert Hoover returned to Belgium in early 1938 on an unofficial survey of pre-War Europe, then called post-War Europe. Here (center, with muffler) he looks at Ypres' Porte de Menin with Belgian officials. At Hoover's right is American Relief Expert W. Hallam Tuck. Mr. Hoover was made sad and indignant by the charges against his friend King Leopold after the Battle of Flanders, organized a vindication committee.

BELGIUM'S LEOPOLD (continued)

outskirts of the city, to see the King. We looked out from his study upon the long greensward ranging to a pool where white swans swam in the shade of great ancient beech trees, and far beyond to the wilderness of henna-tiled roofs, which was the capital city. He told me that no real evidence had passed under his notice of any reason for alarm because of the alleged Dutch ultimatum. It was a strange war, he admitted, with no precedent to guide one, the procedure and the trend of events was so different from the experience of the past. As I rose to go, he said he hoped to make up many hours of lost sleep. He looked very tired, but more cheerful, I thought, than at any former meeting.

Bombing planes arrive without warning

It was a little after 5 o'clock on May 10 when the Germans came, emerging from the disc of the rising sun like dark geese on the Wexford Flats. There were twelve of them in this first squadron and a little behind and to the left another group of the same number. They were flying low, perhaps 2,000 ft., and far above them two white fighting planes hovered. All the anti-aircraft set off with a great row. There was the smashing concussion of artillery and the rattle of machine guns as the German fliers passed out of sight to the west, but it was not till the enemy had completely and effectively disappeared that the sirens emitted their warning, which continued at intermittent intervals for the next six days and nights, making the nights hideous, and sleep a thing of distant memory.

After the warplanes had gone, a feeling of nausea took possession of me at the realization of the carnage and misery about to be visited upon the innocent heads of a happy people whose hopes and fears I had shared for nearly six months. But it was no time for sentiment. I went back to get dressed, there would be plenty to do during the long day ahead. Then came a rending crash like a striking bolt of lightning and I felt a concussion in the pit of my stomach. Falling glass tinkled on the pavement in front of the Embassy and I remember wondering why the ceiling and walls did not crumble. But we had not been hit. The bomb had struck a house facing the little park, Frere Orban, at a diagonal distance of 50 yd. A few minutes later there was another crash on the Rue Belliard, our next street to the south, and we learned that another bomb had struck in front of the Embassy of the Reich. The Germans were showing no partiality.

When it became evident that nothing could avert the storm and only force could answer force, the King left during the late night hours of May 9 to take personal command of his armies in the field. And at least the question of military co-operation between the armies allied for the defense of Belgium was determined. On May 12 a meeting was held for this purpose at Casteau near Mons, attended by Leopold, General Gort, Commander in Chief of the British Expeditionary Force, and General Billotte of the French Army. It was agreed at this meeting that General Billotte would have direction of operations and that the Belgians and British would be subject to his orders, he in turn being under the supreme command of the Generalissimo, Gamelin.

The first line of Belgian defense was the Albert Canal, a narrow artificial waterway which paralleled the Dutch frontier a few miles from the border line and extended from Antwerp east to the River Meuse. A few hours after the opening of hostilities, this primary position had been penetrated when German tanks passed over the bridges at Maastricht, Vroenhoven, Veldwezelt and Briegden and moved rapidly into the interior of Belgium. Why these crucial crossings were not destroyed "has never been satisfactorily ex-



Paul van Zeeland, able and honorable ex-Premier of Belgium, says in Hoover's book on Leopold: "King Leopold was the first to understand . . . the historical temptation of our great neighbors to use Belgium as a battlefield or passageway. Belgium's 'policy of neutrality' was a policy of independence. If her great allies had made, in time, proportionately the same effort that Belgium made, the map would not be what it is today."

plained," to use the cryptic words of the Belgian General Staff. But once the Canal was passed, this whole line became untenable and the Belgian Army had no other course but to fall back to a series of strong points and fortifications which had been carefully prepared 40 miles further west.

This Iron Wall was designed as the decisive defense of the country. It described a bow formation from Antwerp, Malines, Louvain, and Wavre to the fortress of Namur on the Meuse, and was considered an almost unassailable stand. A great fortune had been spent in the construction of large gun emplacements, artillery posts, cement casements, and steel tank barriers, and the Iron Wall had the same symbolic significance of security for the average Belgian as the Maginot Line had for the people of France. Foreign military observers held nearly the same sanguine view of its effectiveness.

The Belgian plan of campaign was never built upon the conception of standing alone and unsupported. On the contrary all strategical and tactical training had been based upon a subordinate role to the British, and especially the French Army, which was regarded as the strongest military power in Europe and whose General Staff was considered the ablest in the world. That is why King Leopold so readily yielded the ultimate command of his armies to French authority and placed in the hands of the French the destiny of his country.

Hardly had defensive positions been consolidated on the Antwerp, Malines, Louvain, Namur line when news came of the capitulation of the Dutch armies and the crushing defeat of General Giraud's army in Holland. This meant that if the Germans were advancing in strength across Holland, the Iron Wall of Belgium might be turned on its left flank. Following this disconcerting prospect came the heartbreaking order from General Gamelin that there would be no fight on the Iron Wall.

Germans smash Belgians on 50-mile front

What had happened was that the French Ninth Army had collapsed on a front of nearly 50 miles from Mouscron nearly to Dinant and through this great breach German mechanized divisions were rushing across southeastern Belgium to the sea. Another German force had struck the French First Army, which had manned the Iron Wall from Wavre to Namur, and had rolled this army back in precipitous confusion.

The movement of the Allied armies in Belgium had become a precipitous retreat. And now arose that inevitable conflict, which will always arise in an allied command when the luck is out. Perhaps there was still time to save the million-odd British, Belgian and French soldiers if immediate decision had been taken to join the main French Army on the Somme, but no one proposed such a plan, and it is self-evident that no one but the French would have agreed to it. For, so far as Belgium was concerned, the war was in defense of the country, and to have retreated to France leaving the homeland at the mercy of the invader would have been perfidy. The British were, likewise, in the fight primarily for England. To have abandoned the Channel ports and left England vulnerable from the continent was unthinkable. So while it might have been tactically advisable in the first week of the battle in Belgium to have withdrawn in a massed defense in France, from a morale viewpoint this was out of the question.

On May 22 the German advance had gained Boulogne, and Calais fell the day following. Retirement to the south was now impossible. The German thrust had wedged a barrier between France and Belgium. This was the dark outlook when General Weygand was summoned from Syria to take command of the defeat. He had flown from Paris through a lively bombardment, was forced to the ground

CONTINUED ON NEXT PAGE

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BELGIUM'S LEOPOLD (continued)

at Calais, narrowly escaping being shot down. Weygand's first words on reaching the King's headquarters were, "They have given me a disaster." To the Commander in Chief the King told in detail the hopelessness of his position, how his troops, ranged on a 50-mile front, were overwhelmed by the smashing German air attack, how great hordes of panic-driven refugees had swarmed across the country, fleeing before the terrifying blows rained from the skies on the towns and villages, had so cluttered the Flanders roads that military movements became almost impossible; how, wild with panic and crazed by lack of food and water, they had spread demoralization among the Belgian troops; how the constant retreat had weakened morale, how the pulverizing advance had cut off any effective liaison with the British, how exhausted the King's men were after ten days without sleep, always fighting in retreat, and with no hope of reversing the discouraging outlook.

Three French armies are dispersed

Where were the French? The King had no information and General Weygand could give him none. The 60th and 68th Divisions, remnants of the French Seventh Army, had been placed under Leopold's command when the Dutch capitulated on May 15, and were now between Zeebrugge and Knokke near the frontier of Holland. These the King proposed to release, but Weygand refused the responsibility, for it was impossible in the face of the lightning German attack to propose any objective for the French force other than that of saving their skins. Disheartened, scattered segments of the defeated First and Ninth armies were now somewhere south of the British in the region from Lille to Gravelines on the Channel, and the British lines, as far as could be ascertained at this juncture, reached from Audenarde to Menin.

General Gort had been notified of Weygand's expected coming and had agreed to be present at this important conference on the morning of May 21, but hours passed and he did not appear, and in the late afternoon the French Commander in Chief was forced to return to Paris without a meeting with the commanding officer of the British Army.

At 9 o'clock that night, General Gort came to the Belgian headquarters at Saint André near Bruges, and there was another conference between Gort, the King and General Billotte. The meeting lasted until a late hour, and again the King described the military impossibility of his position, emphasizing the hopelessness of any movement in the presence of an estimated half million howling refugees, the constantly narrowing battle front, and above all, the smashing aerial attacks against which there was no challenge from Allied planes. He told about his meeting with the French Commander in Chief, and how Weygand had agreed that the only hope was a determined counterattack to break up the armored German column that had gained the coast, separated the Allied forces and was menacing encirclement. It was evident that there could be no possibility of organized defense until this was accomplished, for the Germans were coming on with such power and such incredible swiftness that their assault was like a storm. A counteroffensive was the only solution, but in the confusion and wild disorder it was almost impossible to formulate a plan. Above all it was impossible to reduce dispositions and troop movements to writing. General Billotte, as superior authority, was entrusted to do what he could and to use his discretion. Such was the understanding as Billotte went out into the night and started back to Ypres. A few minutes later in the darkness, a French Army truck smashed into his motor and he was fatally injured, dying a few days later, so badly hurt that he was unable to execute any order.

The French and British counterattack was attempted the next

The Belgian Cabinet of Leopold flees to England. From left are Foreign Minister Spaak, Premier Pierlot, Colonial Minister De Vleeschauwer. Premier Pierlot, who had first declared that "Belgium is dumbfounded [by] the guilt of one man (King Leopold)," later changed his mind and recommended in July 1940 "national union around the King ... by all those whose conscience tells them they have done their duty."



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day, but failed utterly. From all I could learn, the British were unable to strike at all and the French offensive wilted and failed after the first attempt at attack.

But now that no rescuing offensive was possible, there was no longer a question of a defeat. The question was to save anything at all, to avoid a complete debacle. Already the British, realizing their only salvation lay in reaching Dunkirk, had started on the road to that port, destroying what equipment and munitions they could, as they went. And with them were the French, following on the Ypres-Dunkirk road and another parallel road from Ypres to LaPanne. Where could the Belgians go? At the outset of the battle in Flanders, they had been assigned by the High Command the port of Dunkirk as a sea base, but now in the hasty plan of embarkation of the British and French at Dunkirk, there was no room on the crowded beach for half a million Belgians.

Devastation at Dunkirk

In this crisis, national self-interest and the instinct of self-preservation were decisive. That the British were able to extricate themselves from Dunkirk is one of the most valiant and glorious exploits of all wars. I visited the beach at Dunkirk and LaPanne a few days after the heroic embarkation and witnessed a scene of havoc and desolation beyond the power of language. There scattered on the sands were launches, skiffs, duckboats, sailboats, barges—almost every conceivable craft which would float—abandoned amidst a wilderness of equipment, rifles, anti-aircraft weapons, tanks, trucks and motor vehicles. The same appalling wake of destruction was on the two parallel roads from Dunkirk and LaPanne, almost all the way to Ypres, and presented a scene so crushingly depressive that I can still feel the influence as I write.

Looking out upon that scene of abandonment, one marveled that any living thing could survive, and it is a triumph of courage and determination that over 300,000 men, as announced by the British Prime Minister, made safe the crossing to the home shores. Among the prisoners taken were 85,000 French.

Three days after the Saint André conference on May 24, the Germans came on with a knockout blow. They focused the fury of their assault on the cornered Belgians, and here as always, aviation played the decisive role. Belgian officers who took part in that raging four-day battle have told me that large groups of German bombers, 50 at a time, would appear overhead, followed by diving Stukas, and when the discouraged Belgian soldiers looked up for some retaliation from the Allied side, they searched the skies in vain. This was the most discouraging feature of all in the Belgian campaign, for against this flattening aerial attack no ground defense could be effective.

The Belgian Government, which had left Brussels for Ostend the day before the Germans entered the capital, moved on to France, but four Cabinet ministers remained in the battle zone with their sovereign. These were Pierlot, Prime Minister; Spaak, Minister for Foreign Affairs; General Dennis, Minister for Defense; and Van der Poorten, Minister of the Interior. They were all men of sincere motive and did what they did in the belief that they were acting for the best interests of their nation, and it is a sad thing that the Belgian people, when I left the country, had passed judgment on these patriotic statesmen without giving their case a hearing.

These four Cabinet ministers were at Bruges when the last battle of Flanders commenced on May 24. For days they had realized that the German advance could not be stayed and had tried to convince King Leopold that his duty was to quit the country. That night, after discussing the matter among themselves until a late hour,

CONTINUED ON NEXT PAGE

Sir Roger Keyes, British liaison officer with King Leopold, standing here with Belgian Queen Mother Elizabeth, told Belgians: "Your King behaved like a hero and a great soldier. If his father were alive he would be proud of him. The Belgian Army under his command fought bravely in the face of tremendously superior military forces and extremely difficult conditions." He was impressed by the King's farsightedness



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BELGIUM'S LEOPOLD (continued)

they set forth and requested an audience at Wynendael where their monarch had established headquarters in the chateau of a friend.

It is a dramatic picture: the King, summoned from the bed where he had sought a few hours of relief with closed eyes until dawn should bring another day of horror, and the ministers, ponderous and nerve-frayed by the weight of their heavy office in this tragic hour of Belgian history. He met them with grave courtesy, erect as always, his hair roused and disordered like a boy's, while outside the battle raged and the night was made lurid by distant flaming towns. Gembloux, Tirlemont, Nivelles, Tournai, Alost, Dixmude, Furnes, Saint-Trond, Tongres, Thourout, Thielt, Ostend, Nieuwpoort, Malines, Louvain, in hardly a fortnight, all had been smashed, battered and set on fire as if hell itself had descended upon them. These seasoned counselors pointed out the inextricable position of the Belgian Army, how in a matter of a few hours escape might be impossible and again they urged upon the King his duty to leave the country. He was, they protested, the leader of all the Belgians, and the Belgian cause might well be lost if he fell into the hands of the enemy.

He heard them unmoved. He was the Chief of State, he affirmed, but beyond that he was the Chief of all the armed forces. When they countered that his duty as King transcended that of Commander in Chief of the Army, he reminded them with bitter humor that if the Army went down, the only Belgium that would remain would be a political theory.

King's ministers embark for England

After many more heated, futile words, the solemn assemblage broke up. And as day broke, the ministers gravely bowed themselves out of the royal presence and went away in heavy dejection. Scarcely an hour later they were all embarked on a small craft on their way to England. Shortly thereafter German airplanes dropped a rain of pamphlets over the Belgian-British lines, showing the Allied forces huddled in the northwest corner of Flanders, surrounded by the German Army, with the coast of France from Calais to the Somme all in enemy hands. A translation of what the pamphlet said is:

"Comrades, this is the situation. Your leaders have deserted and fled by airplane. The war for you is finished. Lay down your arms."

This might be considered propaganda, except that propaganda is generally understood as the dissemination of falsehood and the distortion of truth, but everything the German pamphlet said was true—except that Leopold had deserted his soldiers. When this deception became known to him, the King issued the following message to all ranks:

"Soldiers,

The great battle which we expected has commenced. It will be hard. We will enter the contest with all our strength, with one supreme effort.

Soldiers,

It will be on the same ground where in 1914 we so gloriously held the invader

Belgium expects that you will do honor to her flag.

Officers, soldiers,

Whatever happens, my fate will be yours.

I demand of you strength, discipline, confidence.



Ambassadors Georges Thénis (left) and Count Robert Van Der Straten-Ponthoz were in Washington when Belgium was invaded, got news by telephone. Says Thénis in Herbert Hoover's book: "I believe that after objectively reading the documents, American opinion will recognize in its true light the gallant efforts of the Belgian Army and of its Commander in Chief. We want to see our King and our country free."

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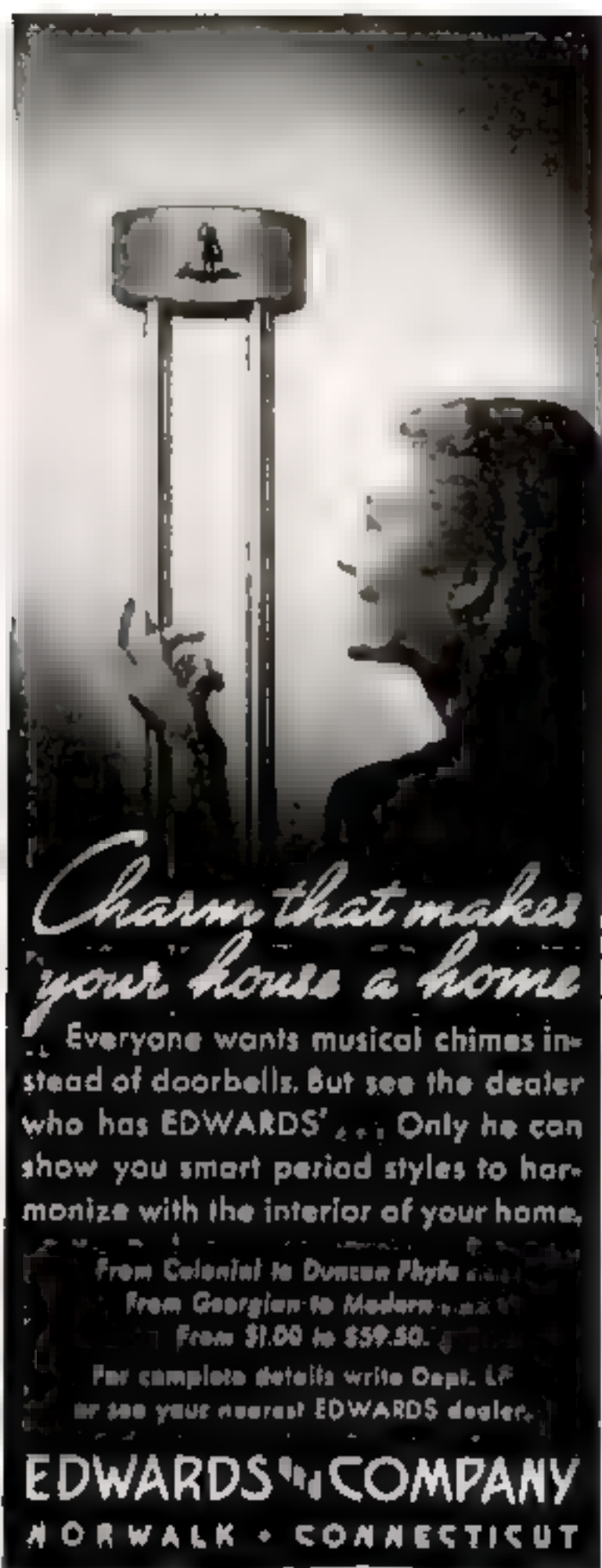
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Suddenly you're blinded, by muddy water splashed against your windshield. And your wiper can't clear it! Your old wiper blades are dulled by oily road film, chemical windshield sprays, hot sun . . . Don't risk a smash-up. Play safe! . . . Any good service man can put RAIN-MASTERS on for you in a few seconds. They clean quicker — clean cleaner — last longer. Six patented features. Now on many leading cars as original equipment . . . Replace at each change of season . . . or oftener, to insure safe vision. Tear this out and put it with your pocket money — to remind you to say "RAIN-MASTERS" next time you buy gas. 80¢ gets you a pair.

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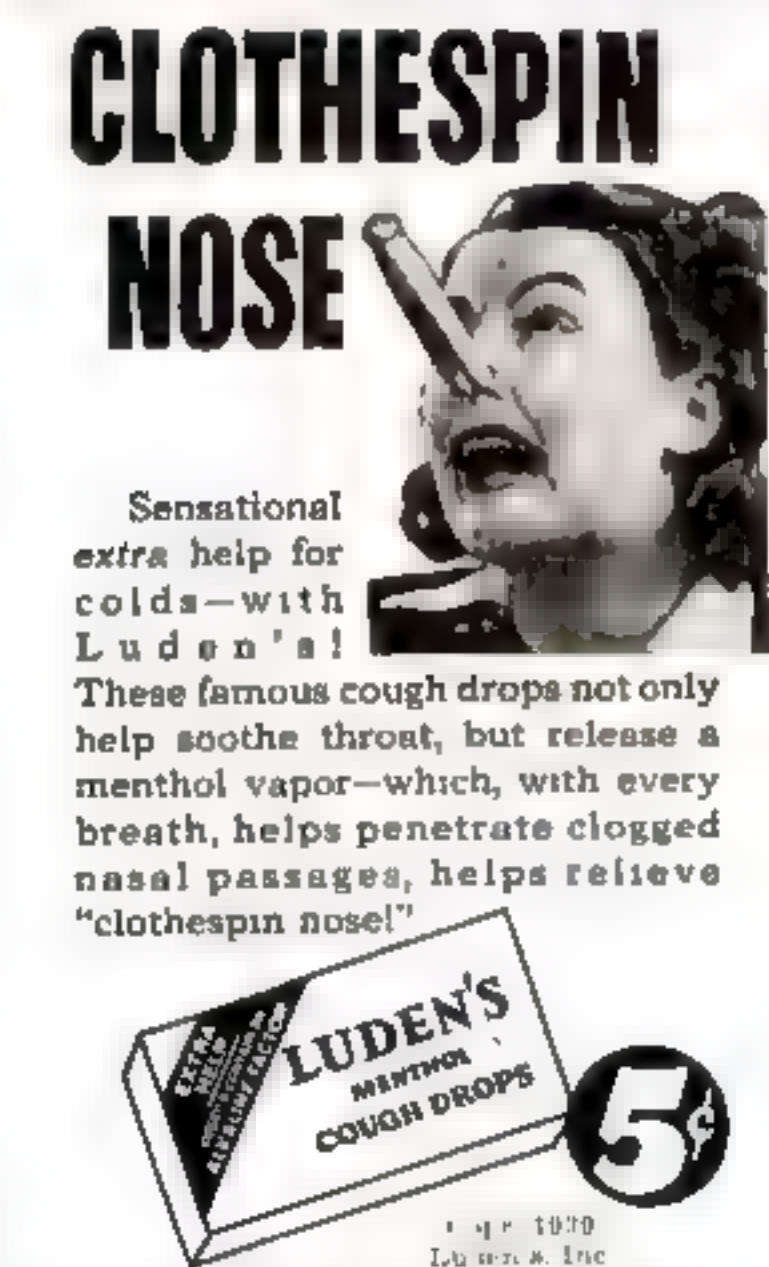
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COUGH DROPS

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Sample free. Write Resinol, E-I, Baltimore, Maryland

RESINOL OINTMENT AND SOAP

Our cause is right and just.
Providence will aid us.
Vive la Belgique. (Long Live Belgium.)

Leopold

In the field 25 May 1940"

He knew only too well what his fate would be. Like a last testament was the letter he placed that same afternoon in the hands of General Sir John Dill, now Chief of the Imperial Staff of the British Army, in which he described the hopeless outlook and wrote that while he had no other course except surrender, he would not desert his soldiers and his people. This letter was delivered the next day by Sir John Dill to the British King at Buckingham Palace.

Admiral Keyes telephones to Churchill

Sir Roger Keyes, an Admiral of the British Fleet, had been attached to Leopold since the outset of hostilities in Belgium and sympathized with the position of the King. That same evening of May 25, he telephoned Mr. Churchill, emphasizing what Leopold had written to King George and indicating that further resistance could not be humanely expected from the Belgian Army.

Pounded remorselessly and unceasingly by bombers and fighting planes, which were followed by mechanized German units, the spent Belgians were herded into the northwest corner of Flanders and standing at bay grimly hung on at the Lys, a deep narrow stream, black as ink. They were only 30 miles from the sea now and the narrowing front packed with fear-frenzied refugees made the King's position intolerable. He called upon the British to strike at the enemy toward Courtrai and in the direction of Waereghem between the Lys and the Scheldt on the desperate chance of establishing some co-operative liaison, but such was the ferocity and violence of the German thrust that, far from attacking, the British could not even hold their own ground.

A great rent of five miles was made in the Belgian right flank near Thielt, through which moved great enemy tanks, unopposed. There was another breach of three miles in the north between Maldegem and Eecloo and it was apparent that the strategy of separating the French from the British and Belgians, which had succeeded so brilliantly at the beginning of the invasion, was being employed again on the surviving British and Belgian armies. After that the Belgians could be finished off piecemeal.

The battle had entered its last phase. There were no reserves, no supports, and the only retreat was toward the coast where no ships waited for the Belgians. What could be gained by further resistance? There comes a time when one human being, charged with the responsibility for the lives of many other human beings under his military control, has no other course but surrender. Any other decision is one of cowardice or fanaticism. And in the late afternoon of May 27, the King of the Belgians realized such a time had come. For 17 days his Army had been retreating, fighting a losing battle in which human flesh was pitted against machines, and his men were so demoralized by exhaustion that the point would soon be reached when the human system could endure no more. Under such conditions any army might well, in the frenzy of despair, revolt and become a riotous rabble, for every intelligent Belgian soldier knew that the fight was over, and that further carnage would be inexcusable.

CONTINUED ON NEXT PAGE



Joseph E. Davies, ex-Ambassador to Belgium, now U. S. State Department adviser, says: "King Leopold of the Belgians was charged with being pro-Ally and also with being pro-German. He was utterly and completely pro-Belgian. It was his deep conviction that this policy [i.e., neutrality] not only served Belgium best, but also protected the peace of Europe . . . [as] the only bridge over the chasms of misunderstanding."



VANT 69

BY APPOINTMENT TO THE ROYAL HOUSE OF BELGIUM

8 YEARS OLD

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At food and drug stores, in jars and cubes, for home use. Adds an extra toothsome-ness to gravies, soups, sauces and stews. BOVRIL of AMERICA, Inc., Camden, N.J.



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BELGIUM'S LEOPOLD (continued)

The King makes his decision

Yet all this and more would have to be endured if honor forbade surrender, if capitulation meant betrayal and conduct faithless to comrades allied in arms. But the King had no such misgivings. He knew that the British, abandoning all thought of an offensive, had for five days been retiring to Dunkirk, where they intended to embark for England. He knew that the French were scattered and hopelessly beyond communication somewhere to the south of the British, and that as far as Belgian General Headquarters was informed, there were only three identified French military units in Belgium, the 60th and 68th Divisions, survivors of Giraud's Seventh Army, and the 21st Division which came to Antwerp to join the Seventh Army, but because of the reverse in Holland never crossed the Dutch frontier and withdrew to Dunkirk on May 16 before the Belgians had taken position on the Scheldt. The 60th Division had been sent to Gravelines, France, on the 23rd of May, the day before the four-day battle. When the King decided to surrender on the afternoon of May 27, Belgian trucks were sent to Knocke-sur-Mer for the 68th Division and it was thus transported to Dunkirk.

General Champon of the French Army remained with the Belgian General Staff as Liaison Officer throughout this last battle and was early advised of the decision to capitulate. But it was found impossible to communicate with the French General Headquarters, for the reason that its whereabouts was unknown. The same was true of General Gort. His headquarters was reported at Cassel on the French border near Ypres, but when a message was sent to this town, a German armored Division was found in possession and the British Commander in Chief could be found nowhere.

For five days the General Staffs, both British and French, had been kept fully advised and had known that the Belgian King had no course but capitulation. The Belgian ministers had left England a few hours after their arrival there, and repaired to Paris with a complete story of the desperate situation in Flanders and how the Belgian Army, cut off from any hope of re-inforcement, could no longer continue the struggle. Admiral Keyes stayed at the side of the King until the last and every day telephoned to Mr. Churchill, acquainting him fully with the desperate state of the Belgian Army. And General Champon kept his superior officers in touch until the breaking off of communications.

All that could be done was done by way of informing the British and French of the inevitable surrender. And now as a last act in support of their Allies, the Belgians turned loose the flood gates, inundating the region about Nieuwpoort and Dixmude and destroyed the bridges across the Yser to impede the enemy progress to Dunkirk and LaPanne.

Not until the night of May 27 when all these steps had been taken did the King send forth an emissary to ask for terms of surrender from the German Army. He knew his action would be misunderstood, he would be branded and stigmatized as a coward and a traitor, he would be overwhelmed with opprobrium, the full impact of which can only be expressed by a single French word, *lâche* (dastard). He suspected that his side of the case would never get a hearing, that he would be in the position of a man accused of



Frans Van Cauwelaert, president of the Belgian Parliament, says: "The King, obeying an inspiration of true nobility, constituted himself a prisoner, out of devotion for his Army and his people."



Dave Hennen Morris, another ex-U. S. Ambassador to Belgium, says of King Leopold in Hoover book. "[The charges of betrayal] are, from my knowledge of His Majesty, quite impossible to believe."

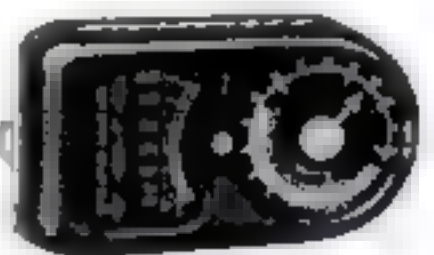
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a felony, who must listen to the accusing testimony of the prosecu-
tion and be denied all defense. It was a hard role to accept. And
yet he did so without hesitation, because he had no other as King
and Chief of his soldiers

And while prepared for the disdain of Europe, he turned for sup-
port and moral sustenance to the one great country which he hoped
had escaped the blinded war prejudice. Here in this country he felt
sure his case would be heard on the merits and he could be judged
on the facts. He asked for nothing else. Therefore, he dispatched
a trusted and resourceful aide with a message to the American
Ambassador in Brussels, asking me to come at once to Saint André.
He intended to tell me why, as a man of honor and principle, he
had no other course than to end homicide and suffering which could
accomplish nothing. Also he intended to ask me to deliver a letter
he had written to President Roosevelt.

But the message never came to the Embassy. Three times on his
way from Saint André, the messenger was taken prisoner and three
times, in the great confusion of that wild night, he escaped, but on
his fourth capture he was taken over the Dutch frontier and placed
securely and permanently in custody

Late that same night, an officer was sent to the Germans bearing
with him a petition for terms whereby the Belgian Army might
lay down its arms. After some delay, the reply came back: "The
Fuhrer requires unconditional surrender."

At 4:00 a. m. on May 28, orders were given to cease firing. The
battle of Flanders had passed to history

Two days later I saw the King. Heavy-booted German sentries
with ill-fitting green-gray uniforms and steel mushroom helmets
presented arms, and inside the great doors a German officer awaited
me, for the King was a prisoner in his own palace. He had petitioned
for a more simple place of confinement, but his petition had been
denied, and his captors had brought him back to Lackon.

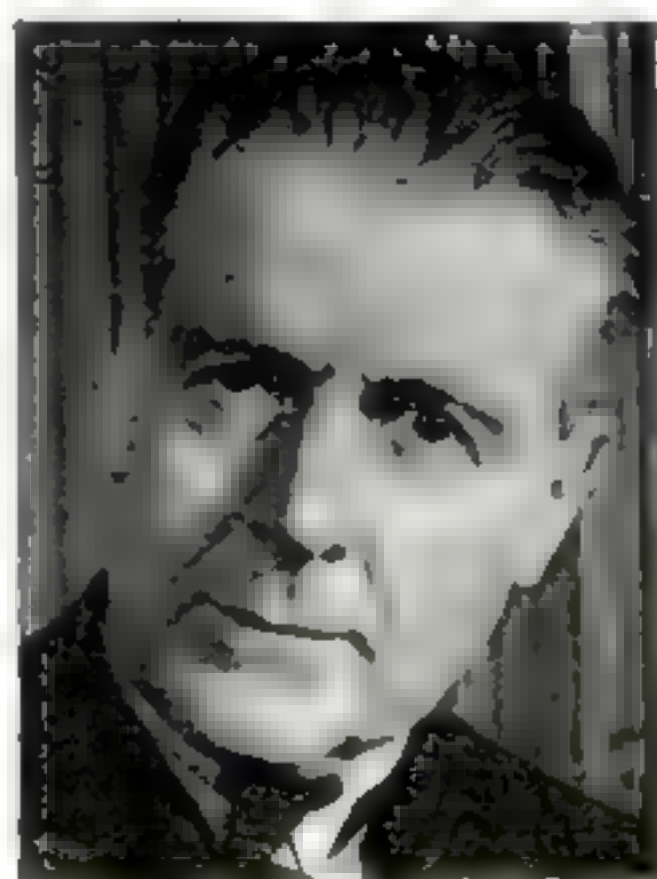
He could not conceal his emotion at our meeting, and never have
I seen upon a human countenance a more poignant portrayal of
grief, as if the ghastly spectacle of the past 20 days had scarred his
soul forever. And yet there was about his demeanor no hint of weak-
ness. His eyes held the same unwavering honesty, and unchanged was
the erect military bearing which would always distinguish him as
the soldier. At length, and in full detail, he spoke about the debacle
which had brought such disaster upon his country and without
a trace of bitterness he mentioned his hostile critics and their condem-
nation as if, with the wages of war, calumny was to be expected.

Only when he talked of the United States did I detect a note of
anxiety in his voice, as he told me how much he valued the respect
and good opinion of the American people and how confident he
was that this one country, free from the war madness, would judge
his action with the eyes of justice.

Just three weeks ago we had sat in that same pleasant study.
Outside the same greensward glistened under that soft Flemish
sun. There were the same purple rhododendrons unchanged, and the
swans in the still pool beside the same old beech trees. All remained
as before in the immutable scheme of nature, this tranquil, sentient
beauty—the skies, the colors, the trees and growing things went
on unmoved, when the blight of war had swept the land, leaving
a trail of woe and anguish and human misery, which would afflict
sorrowing Belgium for generations.



W. Hallam Tuck, who surveyed Bel-
gium's famine conditions for Hoover,
says "France's Premier Reynaud ... was
led to seek in the surrender of the Bel-
gians a justification of the French rout."



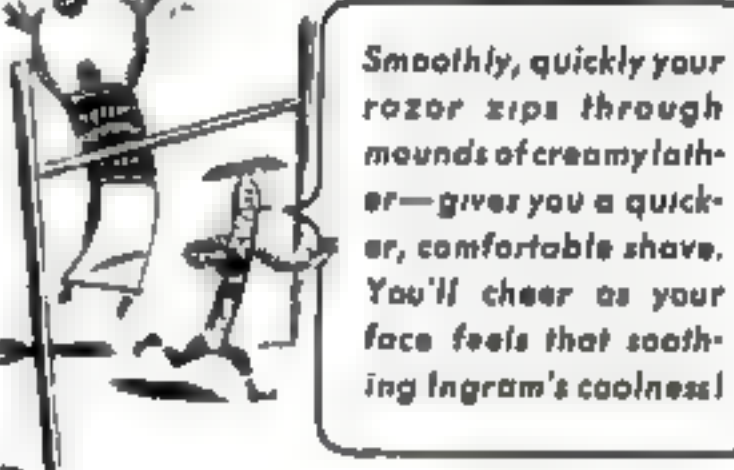
Ambassador Codahy, the author of the
above, also contributes to Hoover's
book his testimony that King Leopold's
surrender of his Army was "the only
action compatible with honor and duty."

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razor smart and burn!



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needed. Get Ingram's in tube or jar—the
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— IN TUBE OR JAR —



Invasion of the Netherlands May 10-14 was executed in three sweeps by only six or seven German divisions against 14 Dutch divisions. Top arrow thrust through the advance Grebbe Line

Middle arrow crossed bridge at Gennepe before Dutch could blow it up. Bottom arrow flanked Peel Line. Two bottom arrows then raced for the three vital bridges at Moerdijk, Dordrecht and Rot-

terdam, seized by German parachute troops and re-inforced by troops brought over in planes. Most of the Dutch were captured without fighting. None of floodable areas was flooded.

THE TRUE STORY OF THE BATTLE OF FLANDERS

THE FIRST AUTHORITATIVE ACCOUNT COMPILED FROM ALLIED AND GERMAN SOURCES

When the German Army crashed through the Netherlands, Belgium and France in six weeks, blitzkrieg looked like some completely new and strange kind of warfare. Actually it was a modern application of military principles centuries old. Now, after five months, it is possible to analyze clearly and coolly this brilliant operation. The following article is based on hitherto secret reports from high military sources in Europe.

After World War I the Allies made their great mistake by assuming that the stabilized form of warfare, with each side entrenched behind fortified lines, was the normal thing. It was not. World War I was a special and unusual case, arising perhaps from a temporary superiority of automatic weapons and firepower over the ability of ground troops to advance. The German General Staff never swerved from the belief that wars can only be won by an offensive and that no defensive works exist which cannot be shattered if the proper methods are employed.

The French depended on the \$1,000,000-a-mile Maginot Line, extending from the Alps to the Belgian border at Sedan. For protection of their north flank they depended until 1936 on the Belgian defensive line which ran from Longwy to Maastricht and then extended along the Albert Canal to the sea at Antwerp. The Belgians had also built a secondary defensive position along the Meuse River from Sedan to Namur and thence generally along the Dyle River to Antwerp, where it connected with the Albert Canal line. When the Belgians renounced their alliance with Britain and

France in 1936 to become "strictly neutral," the French hastily built their "Little Maginot" along the Belgian border from Sedan to the Channel.

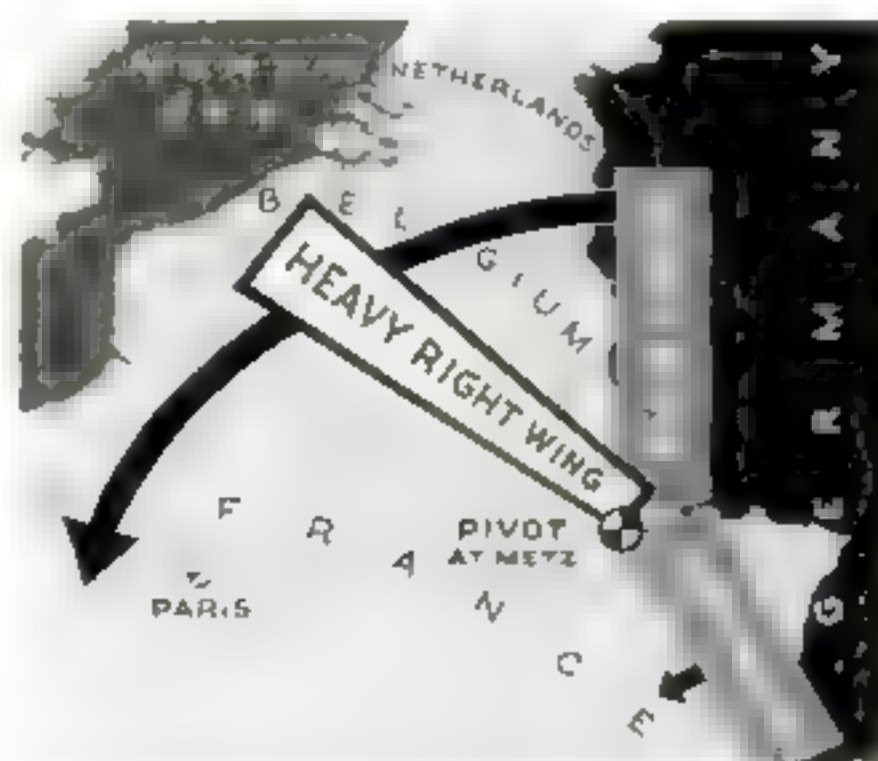
Before launching their attack on these defensive works, it is now known that Germany mobilized between 6,000,000 and 7,000,000 men, organized in about 240 divisions, plus necessary Corps and Army troops. They are believed to have massed about 150 divisions on the French, Belgian and Dutch borders. The French had 115 divisions, the British ten divisions on the Continent, the Belgians 16-20, the Dutch 14.

The strategy of the German attack was shrewd. In 1914, following the von Schlieffen plan, the Germans had pivoted their attack on Metz and put their greatest strength on the outside, right wing of the Army which wheeled through Belgium. This time the Germans pretended to follow the same plan. But actually they concentrated their greatest weight for a break-through near the new pivot, at Sedan.

In order to fool the French and British, and draw them deep into Belgium, the Germans therefore launched their first attack in the north against Holland. Of 150 German divisions available, only six or seven were actually used against 14 Dutch divisions.

BATTLE OF HOLLAND

The assault on Holland, the most unorthodox operation in the whole invasion, presents many new and interesting features. It is the first time in history that the so-called "vertical envelopment" has been successfully employed. It is the first time that infantry has



Von Schlieffen Plan used by Germans in 1914 put main strength on end of line wheeling through Belgium. 1940 Plan put the chief mass at pivot, a surprise to French

been transported in airplanes and in such numbers as to exert a decisive influence on a tactical maneuver. The Dutch were well trained, well led, fairly well equipped and had the will to fight. The Germans were able to defeat them in four days with numerically inferior forces because of the effective use of 1) airpower, 2) parachute troops or air infantry, 3) fifth columnists. The Germans spotted, furthermore, two weak points in the Dutch lines: one south of the Maas near Hertogenbosch, the other in the south between the Dutch Peel line and the Belgian fortifications. But the whole German attack here, being secondary to the drive on Belgium, was kept as economical as possible. Cheapest way to take Holland was to strike along the Dutch southern border and cross into the heart of Holland by the great bridges at Rotterdam, Dordrecht and Moerdijk. To keep the Dutch from blowing up these bridges, parachute troops and fifth columnists were used. There were some 100,000 Germans and a large number of Dutch Nazis living in The Netherlands, fully instructed in their duties.

The attack began at daylight (3.20 a.m.) on May 10 with violent German air attacks on 72 Allied airdromes. The air forces of the Netherlands and Belgium were destroyed within a few hours and within three days the Germans claimed the destruction of 900 Allied planes, two-thirds of them standing in airdromes.

"Vertical envelopment" also began at dawn May 10. German seaplanes landed in the Maas River at Rotterdam and unloaded troops which paddled in portable boats to a small island in the middle of the river. There they were joined by armed fifth columnists and drove the surprised guards away from the large and important bridge. The barracks of a specially trained anti-parachute unit nearby were bombed and most of the Dutch troopers killed. At Waalhaven, the Rotterdam airport, German bombers circled the field, destroyed several hangars, and made a neat border of bomb craters around the field. Parachute troops were dropped. Using the bomb craters for cover, they cleared the field of Dutch troops and removed the obstacles planted to prevent the landing of German planes. A short time later, large German transport planes began landing air infantry at Waalhaven.

In and around The Hague, capital of The Netherlands and general headquarters of the Dutch Army, it was the same story. At Ypenburg, three miles southeast of The Hague, however, the parachute troops were unable to drive off the Dutch and when the first transport plane landed, its occupants were mowed down by machine-gun fire as they climbed out. At Delft transport planes landed on the paved highways and disembarked troops. Immediately after landing, the ships were run off the roads into ditches in a deliberate sacrifice of matériel to clear the road for more planes. By blocking the main roads to The Hague, they were able to seize Dutch cars as they came along. In the stolen cars they advanced on The Hague. At Waalhaven, air infantry continued to land and sent reinforcements to assist parachute troops who had seized the bridges at Moerdijk and Dordrecht.

The audacity of the German troops who participated in the vertical envelopment phase of this action is worthy of admiration. In comparatively small numbers they had landed between 70 and 80 miles beyond their own lines, in the face of two divisions of Dutch infantry. Their survival depended on the rapid movement of the ground forces to their aid, and on their alacrity in seizing the important bridges over the Maas River. Had they been able to obtain control of The Hague, the nerve center of the entire Dutch Army might have been captured, bringing the immediate collapse of Dutch resistance.

At the frontier at daybreak, the German divisions were preceded by large numbers of dive bombers. The Dutch frontier guards were pushed aside without difficulty. By afternoon the German advance troops were steadily pushing on to the main fortifications of the northern Grebbe line (see map). On the southern Peel front, German fifth columnists dressed in Dutch gendarme uniforms prevented the destruction of the important bridge over the Maas River at Gennepe. Despite the destruction of an armored train, the Germans poured across and by mid-afternoon had reached the first defenses of the Peel line at Mill. Another division was able to force a crossing of the Maas River south of Roermond. At the end of the day, the German infantry had advanced about 15 miles on the Grebbe front and by crossing the Maas south of Roermond threatened the flank of the Peel line. At The Hague, the troops of the Dutch First Corps had been able to round up most of the German air troops who had landed so far. The Dutch Government sent frantic appeals to the French and British for assistance.

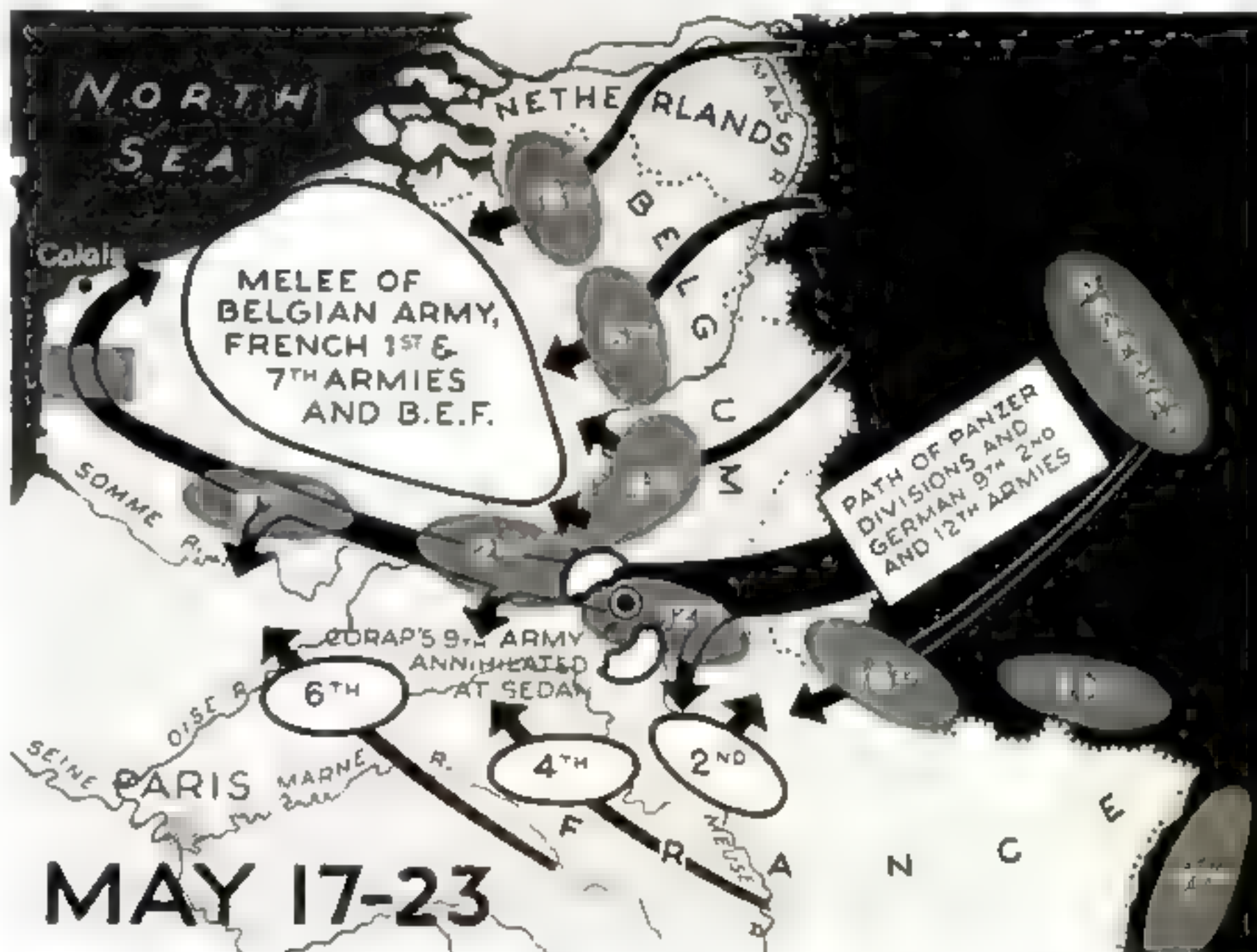
Shortly before noon on May 11, 300 parachute troops landed in a wooded park in The Hague about a mile from the Dutch Parliament buildings and another group landed within five blocks of the Dutch Royal Palace, with the obvious intention of capturing the royal family. At the same time, an armed band of fifth columnists attacked the central police station. An hour and a half of bitter street fighting ensued, during which the Dutch made an effective use of light tanks.

The whole situation must have been particularly disconcerting to General Winkelman, the Dutch Commander in Chief. Some of his units were fighting back to back, so to speak, with hostile troops on both sides. German parachute troops had landed within a mile of his headquarters and street fighting was going on virtually at his doorstep. A large force of hostile air infantry

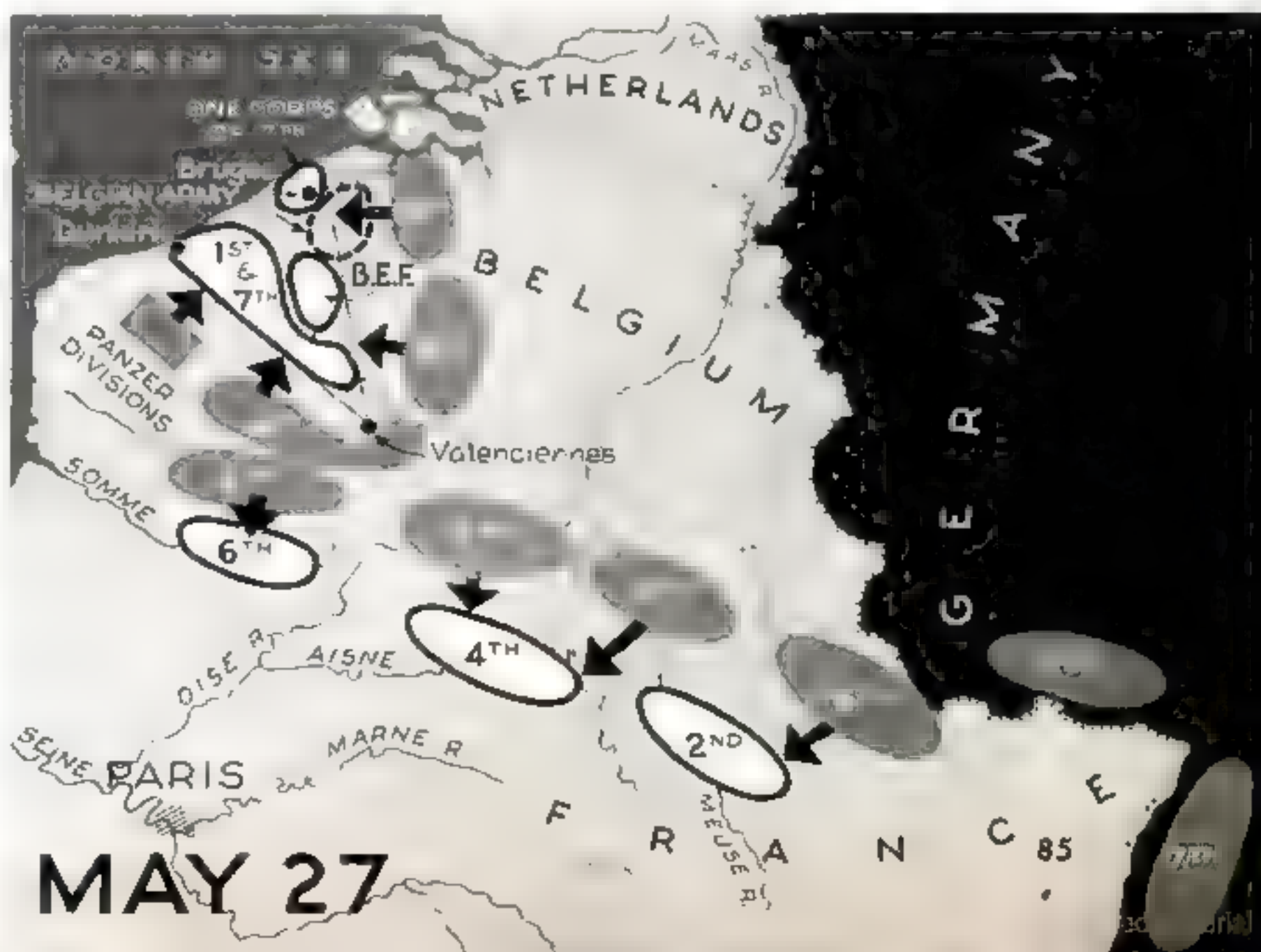
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At the start of the big push on May 10 the opposing armies lined up thus. The German 18th army quickly cleaned up the Netherlands. The German 6th and 4th armies crashed through the Belgian defenses, disrupted the Belgian army and drew the French 1st and 7th armies and British Expeditionary Force into Belgium. Then on May 14 the main German attack was delivered at Sedan by German 2nd and 12th armies, totaling with Panzer and reserve units about 70 divisions.



The breakthrough: Three German armies (2nd, 12th and 9th) pour through the Sedan gap breaking the French 9th and then facing south to hold the reserve French armies (6th and 4th). Panzer divisions race on to the Channel coast, and the Allied armies of the north are pocketed. Below the Germans roll up the northern triangle. On May 28 the Belgians surrendered. The British slip out through Dunkirk while remnants of the French 1st and 7th are taken prisoner.



Mr. R--- makes a Confession



Almost got fired today. Boss caught me napping at my desk. The trouble is I need a laxative. But I hate to take the awful stuff.



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BATTLE OF FLANDERS (continued)

was at Rotterdam, only twelve miles away. False reports which fifth columnists continuously telephoned to his headquarters required time and troops to verify. The only way in which he had been able to keep his headquarters from being bombed was by installing the German diplomatic staff across the street. If Holland was to be saved, it must receive help from the outside. During the day a French force consisting of a motorized and a tank division had moved to the north and stopped at Breda. This force, if energetically employed, might drive the Germans away from Rotterdam.

On May 12 the German advance continued. On the Peel front a German Panzer division advanced 20 miles to Hertogenbosch. Approximately 10,000 German air-infantry troops had landed at Waalhaven and were unloading artillery and other heavy matériel secreted in the holds of innocent-appearing barges anchored in the Maas. One transport plane that was shot down en route to Waalhaven was found to contain horses for use by the division commander.

On May 13 the one-sided battle continued. Either fifth-column activities or lack of time had prevented the area in front of the Grebbe line from being inundated and the much-vaunted dikes were of little use to the Dutch. The German armored corps penetrated the Peel line at Hertogenbosch and, moving through Moerdijk, had established contact with the German forces at Dordrecht by 4:00 p. m. Vigorous action by the French troops at Breda might have threatened the success of the vertical envelopment by cracking the Panzer division in flank. However, in the face of continued bombing from the air, no such effort was made. The Dutch Army was in imminent danger of annihilation. It had been split in two. A large portion of Rotterdam had been destroyed. The German Panzer division established contact with the air division at Rotterdam. The French force at Breda was withdrawing to the south. On May 14 Winkelman surrendered.

The Dutch field army had suffered only 23,000 casualties, had not been defeated in battle and the greater portion still remained intact. However, it had been so completely outmaneuvered that annihilation was inevitable.

BELGIUM CAMPAIGN

Meanwhile the major assault had already begun against Belgium, by both air and land. When the big push began the German Air Force had between 500 and 650 squadrons, variously estimated at between 7,000 and 10,000 combat planes. Although it existed as a separate arm, it was under the command of the Supreme General Staff. The total Allied air force had come fairly close to this. It totaled about 400 squadrons, with about 6,000 combat planes. However, they were never under one command and never employed as a unit.

The first German air onslaught had wiped out the Dutch and Belgian air forces. Allied planes counterattacked piecemeal, between May 10 and May 14, using as many as 100 bombers, accompanied by fighters. They were overwhelmed and defeated in detail by the German Air Force. In one operation near Sedan on May 14 more than 40 out of 95 British bombers were lost on one mission. On another occasion, 35 out of 65 were destroyed in the air. The Allies virtually ceased daylight bombing operations after May 14.

Important as neutralization of the enemy air force might be, it was not, however, decisive unless German ground forces were able to advance and occupy hostile terrain. The German troops here had been handpicked and trained for the specific purpose of assaulting and reducing fortifications. These had been carefully photographed and in some cases replicas constructed on similar terrain in Germany. The actual assault detachment in each case was comparatively small, under a daring and energetic commander. They were equipped with every weapon or tool which might be of use—wire cutters, hand grenades, explosive charges, hatchets, entrenching tools, compasses, sandbags, machine pistols, light machine guns and smoke candles. They looked like traveling hardware stores. Under a protecting fire and a layer of smoke, they wormed their way along the ground toward the fortifications. Accurate gunfire was aimed at the portholes of the pillboxes. After holes had been cut or blown in the barbed wire, the commander and a few experts rushed forward to the "dead space" just under the pillbox peepholes, while other groups ran to the rear and flanks of the fortification. They then threw hand grenades into the pillbox or, if the portholes were closed, blew them up with bombs. Sometimes they used flame throwers.

One of the strongest forts in the line of the Albert Canal was Fort Eben Emael. Its 120-ft. walls were surrounded on two sides by the quarter-mile ribbon of the Albert Canal. But the Belgian whose job it was to destroy the two bridges across the Canal was somehow

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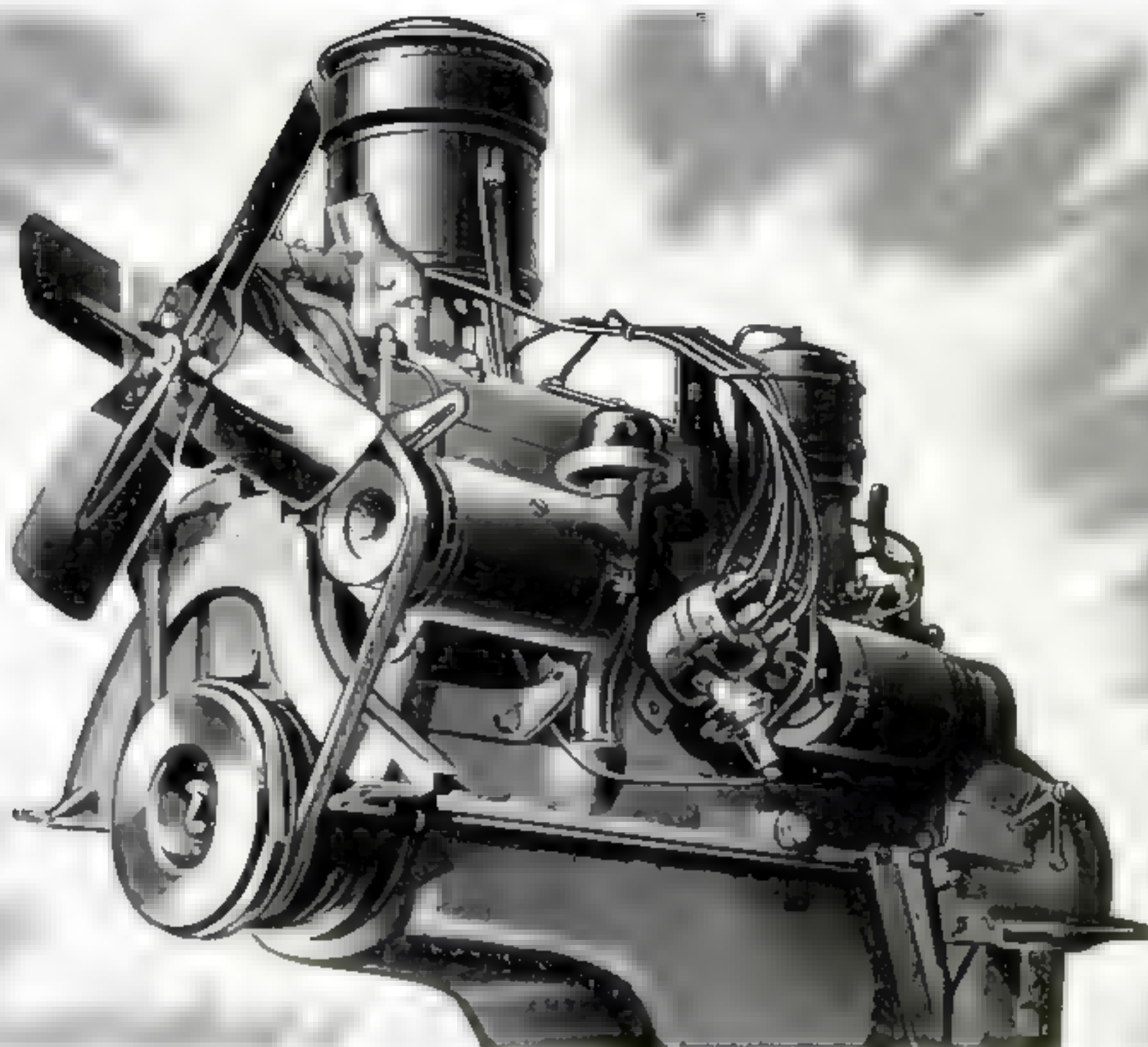
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CONTINUED ON PAGE 41



Like a Herd of Horses with Rubber Hoofs!

With Sheer Delight You Sense A Great New Smoothness,
Through The Combination Of Floating Power And Fluid Drive*

CAN you imagine an engine that is completely insulated from the frame of the car?...An engine that is suspended on rubber mountings with power transmitted to the rear wheels through a shock-absorbing cushion of oil?

"Impossible," you say? But it isn't. In fact, you're looking at it now...the Dodge Scotch Dynamite Engine!

Floating Power combined with the new *Fluid Drive** is the answer.

And what does it mean to you? Well—it means you get a ride that for sheer smoothness tops anything you've ever known before!...A ride that leaves you as fresh and bright as a daisy even after many hours of driving.

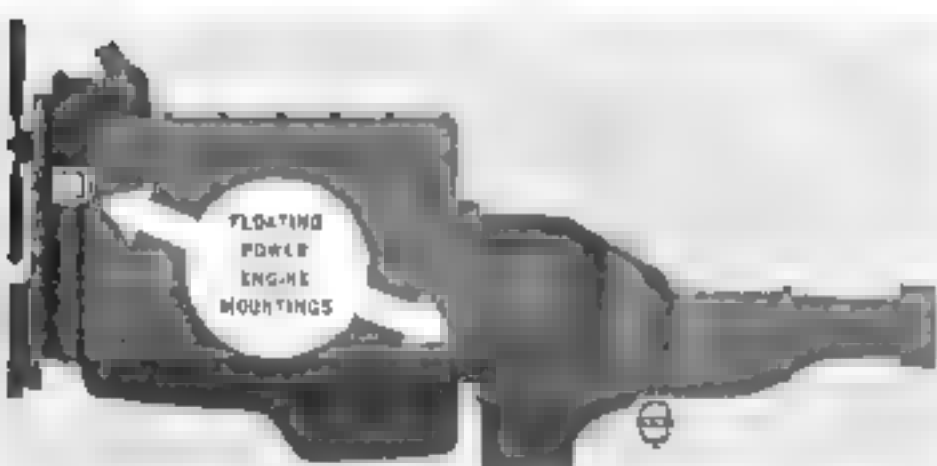
It means that body vibration—enemy of car life—is out the window! No engine tremble reaches the body at any speed. No chassis jitters to shake the youthfulness out of your car!...for Dodge uses rubber at scores of other vital points!

It means money in your pocket, too! Money saved on upkeep and repairs...as a result of inbuilt Dodge dependability. It means a *higher* figure at trade-in time...because your car stays young and sprightly longer! More evidence that Dodge economy is as real and vital today as it was a quarter of a century ago!

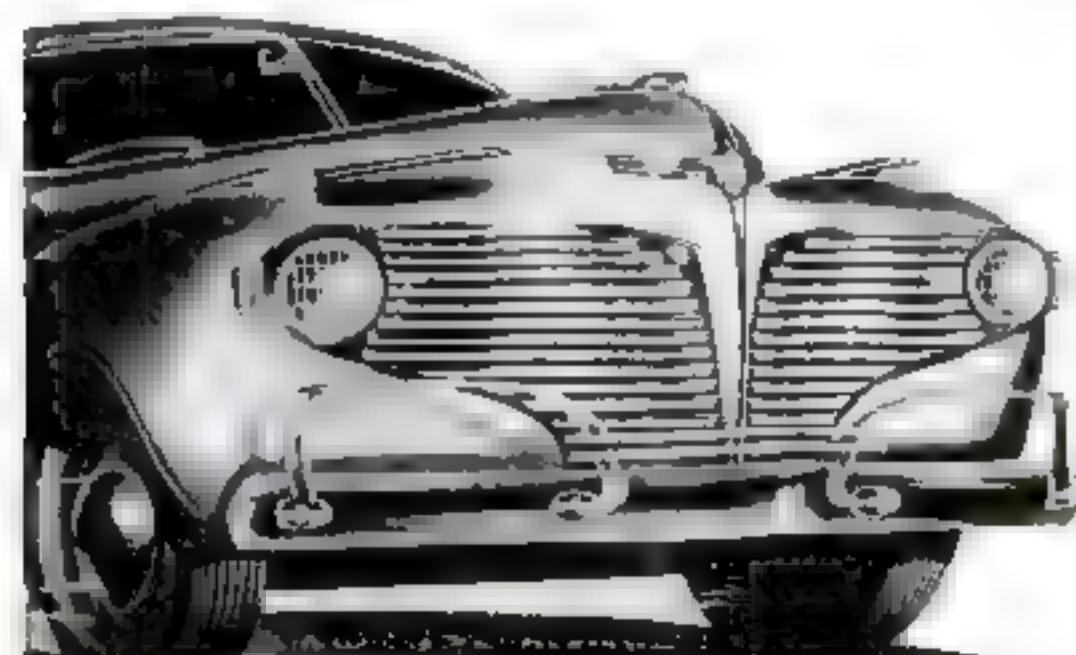
Dodge is the lowest-priced car offered with new Fluid Drive*. Combined with Floating Power, Dodge Fluid Drive* gives unbelievable smoothness...a revelation in effortless operation. There's nothing new to learn...simply less to do. Far less gearshifting. Marvelous in traffic! And don't forget—no extra cylinders—no added weight to cost you money!

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Floating Power is more than merely rubber engine mountings. The Dodge engine mountings are located high in front and low at rear. This balances the weight above and below the mountings. Vibration is thus smothered. The results are increased riding comfort, and a smooth, effortless flow of power.



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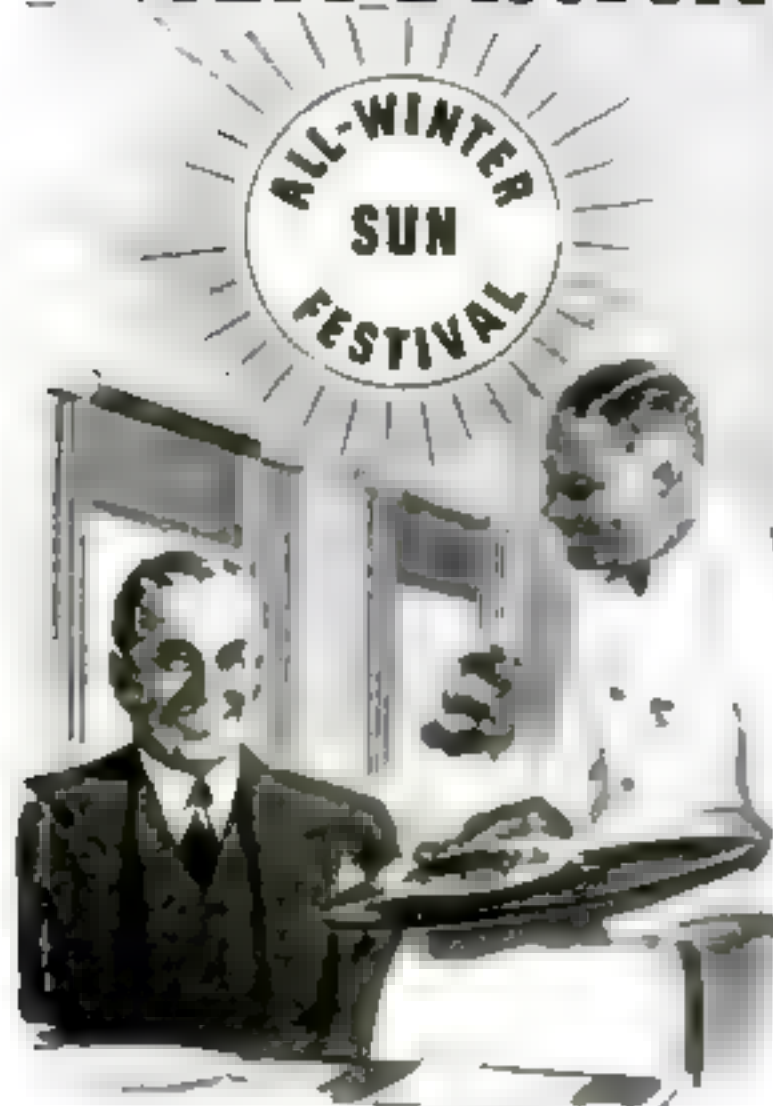
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This is Detroit delivered price and includes all Federal taxes and a standard equipment. Transportation, state and local taxes (if any), extra. Front directional signals and bumper guards at slight extra cost. See your Dodge dealer for easy budget terms.

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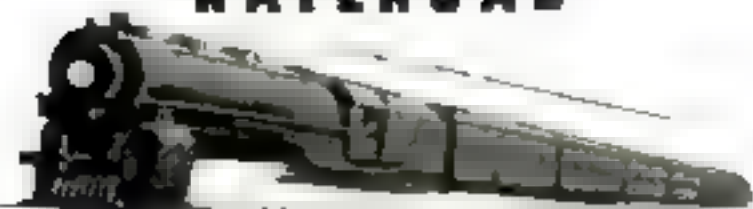


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There's a three-way saving when you ride the Challenger between Chicago and California. First, there's the saving on rail fare; second, a wholesome breakfast, luncheon and dinner served in the Challenger Diner cost a total of only ninety cents; third, the Challenger Sleeping Car berth charge is about half the charge for a Standard Pullman berth. In fact, you can even save the cost of a berth by riding in a modern Challenger Coach. Tilt-back seats, deeply cushioned, provide day and night comfort. Pillows are free.

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Inner courtyard of a Belgian fort, showing Belgian soldiers surrendering. At another fort, Eben Emael, the Germans towed gliders loaded with soldiers over the fort. The gliders landed in the courtyard, and in a few minutes forced a surrender. The entire maneuver had been carefully rehearsed on a model of Eben Emael built in Poland.

BATTLE OF FLANDERS (continued)

killed. The Germans swept across the bridges and attacked the fort from the rear. Several gliders loaded with troops were towed by a plane overhead and so dropped that they managed to land in the courtyard inside the fort. These Germans had previously rehearsed on a model erected in Poland. When the gliders landed inside the fort, each man sprang to a given duty, one to blow up a door with a hand grenade, another to drop a bomb down a ventilator. The astonished Belgians surrendered.

The French and British armies, lined up in battle order in northern France, advanced into Belgium to come to grips with the invader. But it was too late. Along the Albert Canal and in Luxemburg, parachute troops were dropped and demoralized the Belgian forces. On May 13 the city of Liège capitulated. Leaving investing forces to surround the protecting ring of forts which still held out, the main attack moved on. The German Generals Reichenau and Kluge with the Sixth and Fourth German Armies widened the break in the Albert Canal line and reached the Meuse River between Namur and Thionville.

THE BREAK-THROUGH AT SEDAN

The German plan was working perfectly. The Allies, deceived by the powerful thrust through Belgium into thinking that the old Schlieffen plan was in operation, had been drawn off to the north. Now was the moment for the main assault. On May 14 the full might of the German army was hurled against Sedan, to the south. No less than 70 divisions were massed there in depth. For 25 hours before the infantry attack, 1,000 dive bombers pounded the French forts. The German infantry-engineer assault teams moved forward to break the line. Popular accounts at the time credited tanks with achieving the break-through but in fact the job was done by the assault teams. Through the hole they made poured German armored divisions.

From here on, it was virtually all over. The French never again collected themselves. The French Ninth Army, fighting bravely under General Corap, was virtually annihilated.

In the exploitation of the break-through the Germans were brilliant. This was the great failure of both sides in World War I, when break-throughs were often achieved but neither side was able to exploit them into a strategic success. The German tactics around Sedan were quite simple. The leading columns were made up of motorcyclists, light and heavy tanks and planes, all under a ground commander. Their aim was to flood the roads ahead in a widening arc without stopping to occupy their gains. Tanks crushed pillboxes and machine-gun nests. When anti-tank guns revealed themselves, other tanks went around them and took them in the rear. Sometimes motorized infantry did this job. Tank radios called sometimes for support from bombers.

The Germans had perhaps 7,000 to 7,500 tanks, organized in ten armored divisions. There were also six motorized infantry divisions. The tanks were accompanied by anti-tank guns which blasted any French tanks that tried to stop the German tanks. The German armored troops used the ancient principles of mass, surprise and maneuver. Their boldness bordered on recklessness. Their scout car units avoided fight and moved so fast through the demoralized French that they often crossed bridges before they could be blown up.

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COUGHING COLDS Relieve coughing and loosen phlegm, ease soreness, tightness in chest and back muscles with Vicks VapoRub. Its poultice-vaporation brings welcome relief, invites restful sleep.

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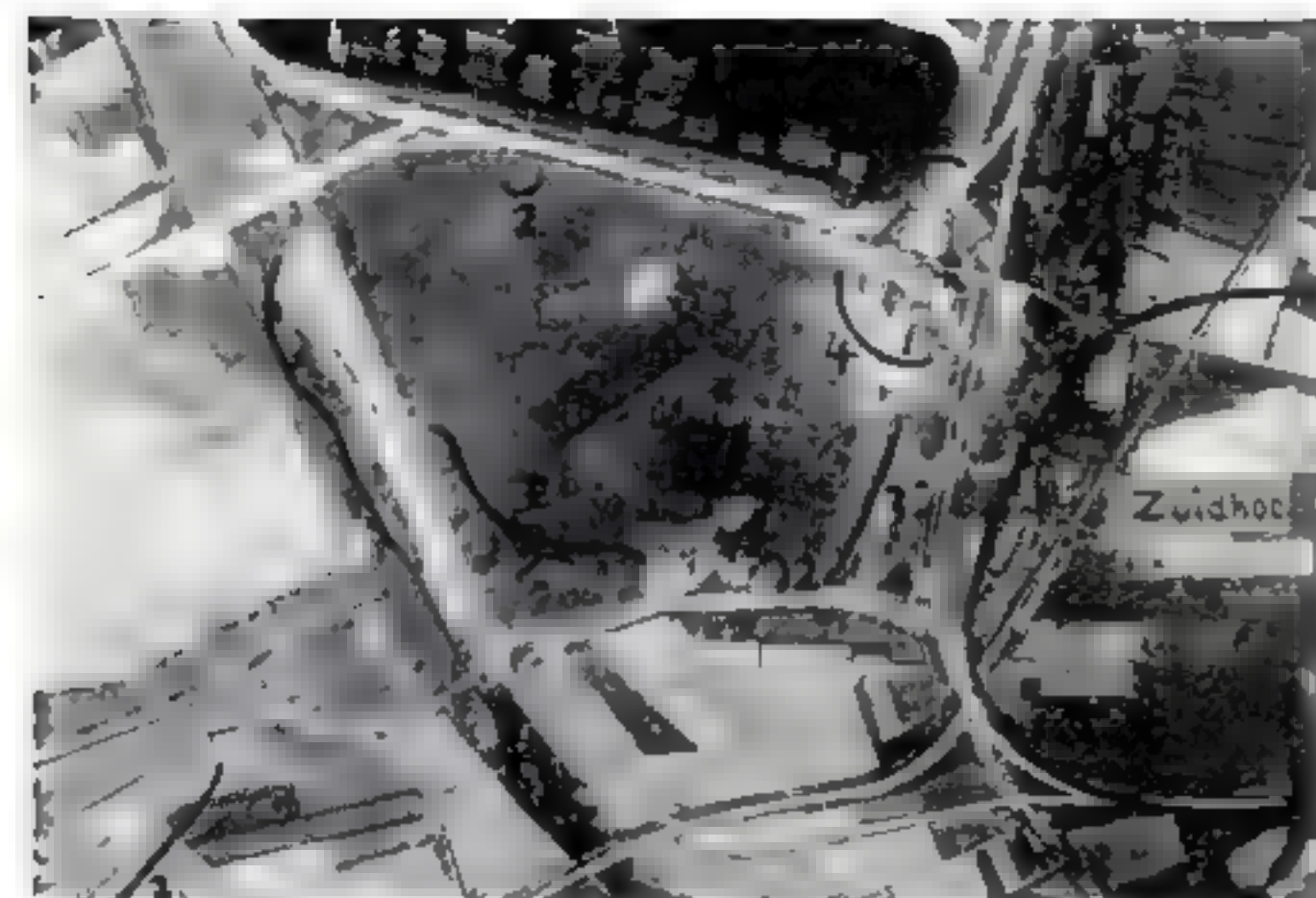
A Christmas gift you want to make?

Think carefully before you take

Your reputation is at stake

Insist on... **COOK'S Imperial**

AMERICAN Champagne and Wines
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Capture of Waalhaven, Rotterdam's airport, is graphically shown in this German Air Force picture. Germans dropped bombs to make craters around edges of field (No. 3) and burned hangars (No. 4) with Dutch planes still in them. White dots at lower right are parachutes left in field by German troops. Planes on the field are mostly German.

They were backed up by the gigantic masses of the German Army: first, motorized infantry; then, foot infantry advancing by forced marches. The armored divisions covered an average of 25 miles a day. They often captured prisoners deep in the enemy rear, disarmed and paroled them and released them. They always destroyed the telephone exchange in a captured village. The watchword was speed. Once three light tanks and about 50 men blocked for a considerable time the movement of 1,500 Allied trucks. Through fields of land mines, a pathway was cut by extravagant artillery fire or by a portable detonating net laid in darkness and exploded just before the tank attack was launched. Smoke was used to cover men in rubber boats across defended rivers.

Though the Allied armies in Belgium fell back on May 13 to the Dyle River, and to the Dendre River on May 16, they withdrew in fairly good order. They did not yet understand that the main German forces were south of them pushing west behind the Little Maginot Line from Sedan to Mezieres to Guise to San Quentin toward Amiens and Arras. The German foot infantry marched in along this tentacle and then faced south and north in force to wait for the great French counterattack. Without them the breakthrough could not have been held.

Even under the milder pressure in the north, the British Expeditionary Force and the Belgian Army were forced back to the Scheldt River. The breakthrough was extended by May 20 to Abbeville on the English Channel and all the Allied Armies north of it were isolated.

Had the Allies then had anything approaching equality with the Germans, the German position would have been extremely hazardous. The Allies might have ripped from two sides through this long tentacle to the coast and destroyed it piecemeal. But in fact the Allies were in the extremest peril.

The French south of the tentacle counterattacked on May 20 and 21 near Maubeuge and Valenciennes, in vain. All available Allied tanks were assembled on May 22 near Arras and a breakthrough attempted, too late and in too small force. Other tries were made on May 23 at Cambrai, on May 24 near Amiens, also in vain.

The British sensibly saw that the jig therefore was up and began withdrawing toward the Channel ports on their way home to England. But the Germans had cut back along the coast, to close the triangle. From then on the Battle of Flanders resolved itself into rolling up two sides of a triangle. On May 28 the hopeless and abandoned Belgians surrendered, seriously jeopardizing the left flank of the British. The actual evacuation by the British had begun as early as May 20. By May 29, they had embarked 80,000 troops.

The Germans had good reason to expect the wholesale capture of the isolated forces. But at this point, by assembling all available aircraft at bases just across the Channel, the British suddenly got local control of the air. This was partly because the Germans had diverted a large part of their air force south of the Somme to prevent a counteroffensive from the main French Army.

Under a lucky fog some 665 ships and boats moved 110,000 troops in two days to England. In the next four days another 160,000 troops were saved.

The Battle of Flanders was over, the quickest and hugest military disaster of all time. For it made inevitable the end of the subsequent Battle of France.



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WORKED LIKE MINK, BLENDED LIKE SABLE, THIS MUSKRAT COAT COSTS \$200

FURRIERS LEARN HOW TO MAKE WOLF AND MUSKRAT LOOK LIKE FOX AND MINK

Ditly writers in the habit of raising an eyebrow at the working girl in fine furs must now find new ways of pointing the finger of scorn. For approximately \$200 any girl can today buy a fur coat that will give her the rocked-in-the-lap-of-luxury look. Fur handlers have learned to work miracles in camouflage. By new tricks of cutting and blending they cause low-priced muskrat to look like costly mink, sheep to look like beaver, raccoon to look like silver fox, rabbits to pass for chinchilla and formerly discard-

ed paws of rare furs to look like the coveted backs.

The new look in inexpensive furs is achieved by treating them like precious ones. The intricate cutting and letting out of skins, once reserved for mink, is now used on muskrat and raccoon. The pelts are slashed into narrow diagonal strips and then sewn together. Furs with uneven colorings are blended by experts who lightly brush the hair with a feather dipped in dye. Result is that few furs look like what they are but girls on a budget can easily afford them.

PAWS OF PERSIAN LAMB ARE USED FOR THIS COAT COSTING ABOUT \$120



BULKY RACCOON, LET OUT AND BLENDED, MAKES THIS \$100 FOX-LIKE COAT





Spotted furs are new fashion favorite. This hat and cape are made of real fur. Costs from \$200 to \$1,500. Perfectly the same effect as a leopard skin, but spots in kinkskin as seen in the coat above. This coat runs from \$800. Women's sweaters are processed to make them look like they are made of fur. Look for a sweater costing \$100.



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THE
115,827 MISSING
PIPE SMOKERS



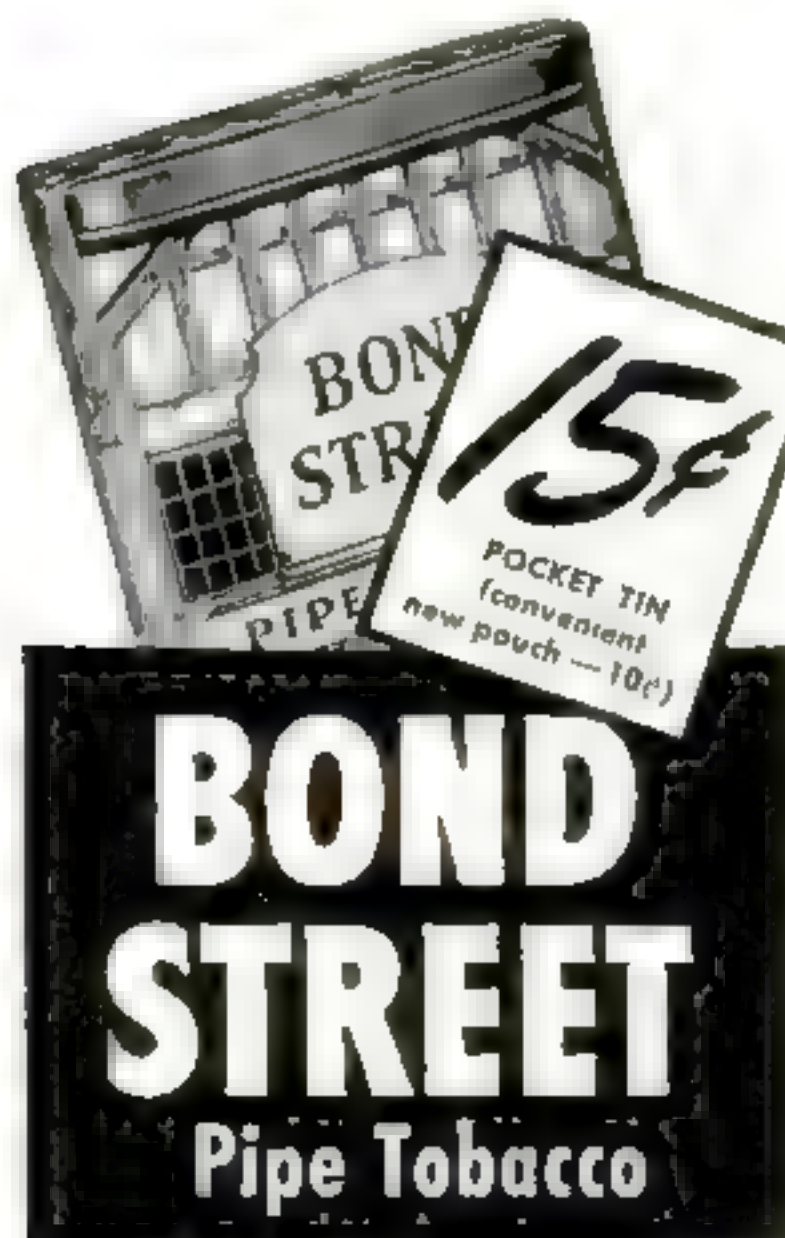
*Whose thumb prints
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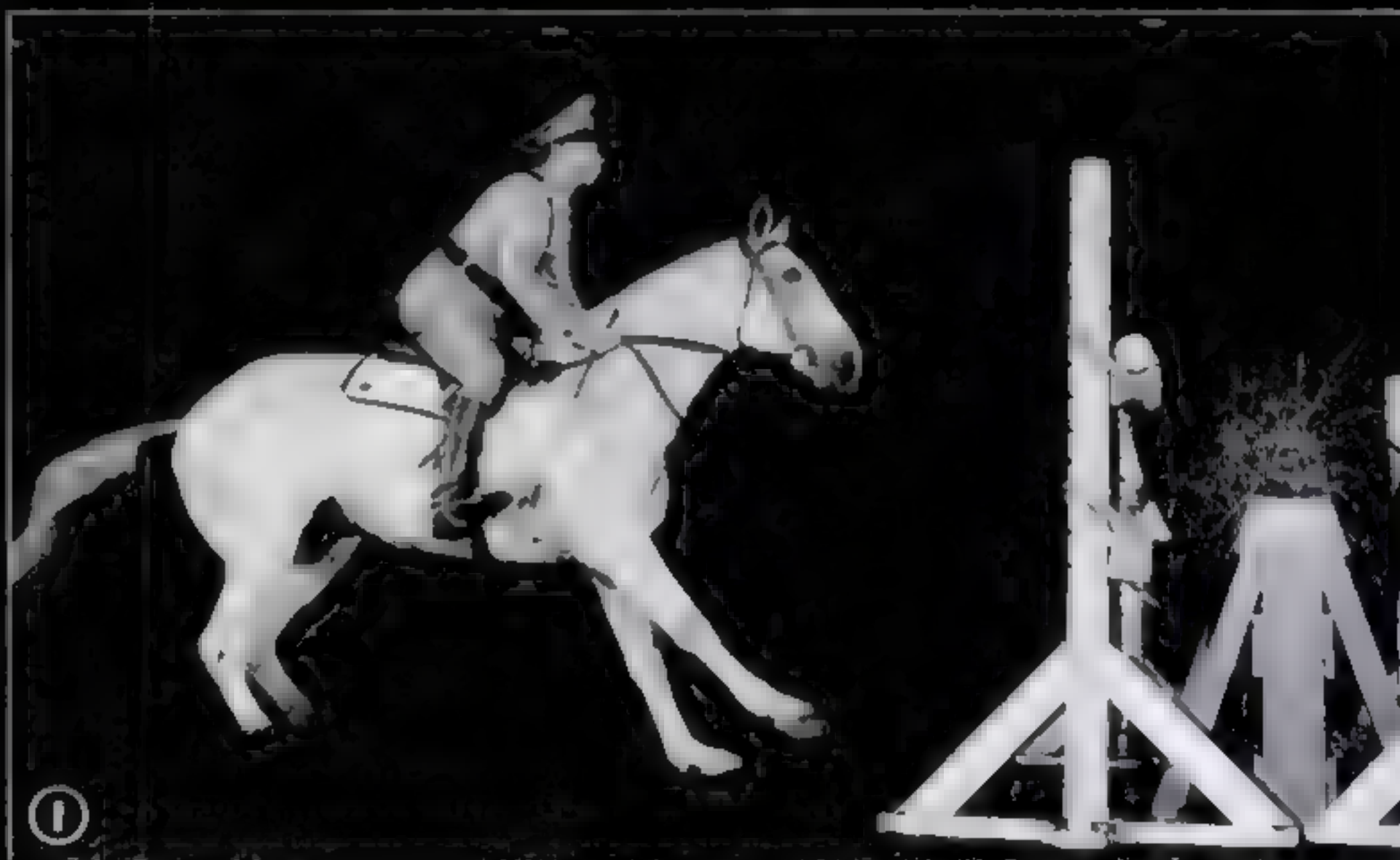
NEW YORK'S NATIONAL HORSE SHOW ATTRACTS FOUR GREAT PAN-AMERICAN MILITARY TEAMS

To the thousands who packed Madison Square Garden, Nov. 7-13, for the National Horse Show, most impressive sight of all was the International Military Contest. In this event, Army teams representing Chile, Cuba, Mexico and U.S. competed in difficult jumps. The coordination of man and mount, the fluid motion, the powerful drive necessary to carry 1,500 lbs. over a 4 ft. jump were thrilling to the spectators. But they were even more exciting when caught in fullest detail by Gjon Mili's high-speed camera. On these pages are his pictures of the Cuban team in action. First introduced by the late Alfred G. Vanderbilt, Jr. in 1909, the military teams have long been the feature of the show. Before the present war, England, France and Canada participated. At the

end of this year's show, even the U.S. team was disbanded, its members assigned to active duty.

To be a jumper a horse must have intelligence, courage and responsiveness. It must have sloping shoulders for springiness and powerful hindquarters for the take-off (see below). It should have a long neck and a muscular body.

Schooling army jumpers is a long, hard job. A mistake on the trainer's part might throw a young horse off stride. First lessons usually take place on a bridle path where the horses are forced to clear logs 8 in. high. Gradually the logs are raised until the horses can jump from 4 to 6 ft. Even then they are kept constantly in training and are given a two-hour workout each day over the jumps. More than that might make them go stale.



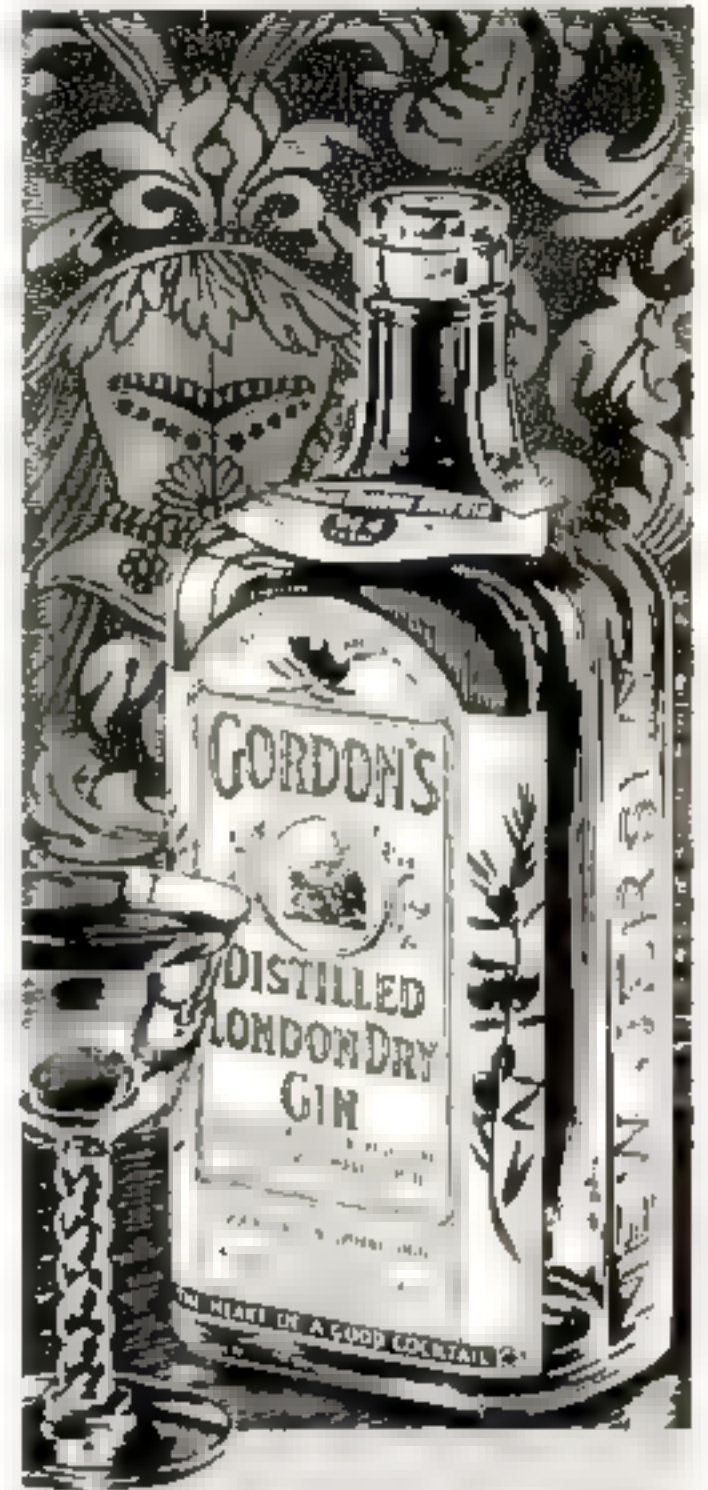
① CRIOLLO CANTERS UP TO 4 FT. 6 IN. DOUBLE OXER JUMP. TAKE OFF IS MADE 3 FT. FROM FIRST STANDARD



② HORSE STARTS FLIGHT WITH TREMENDOUS SPRING FROM REAR LEGS. TO CLEAR BAR, FRONT LEGS ARE FOLDED

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advantage
to know*

DRINKS NEVER
TASTE THIN
WITH
GORDON'S GIN



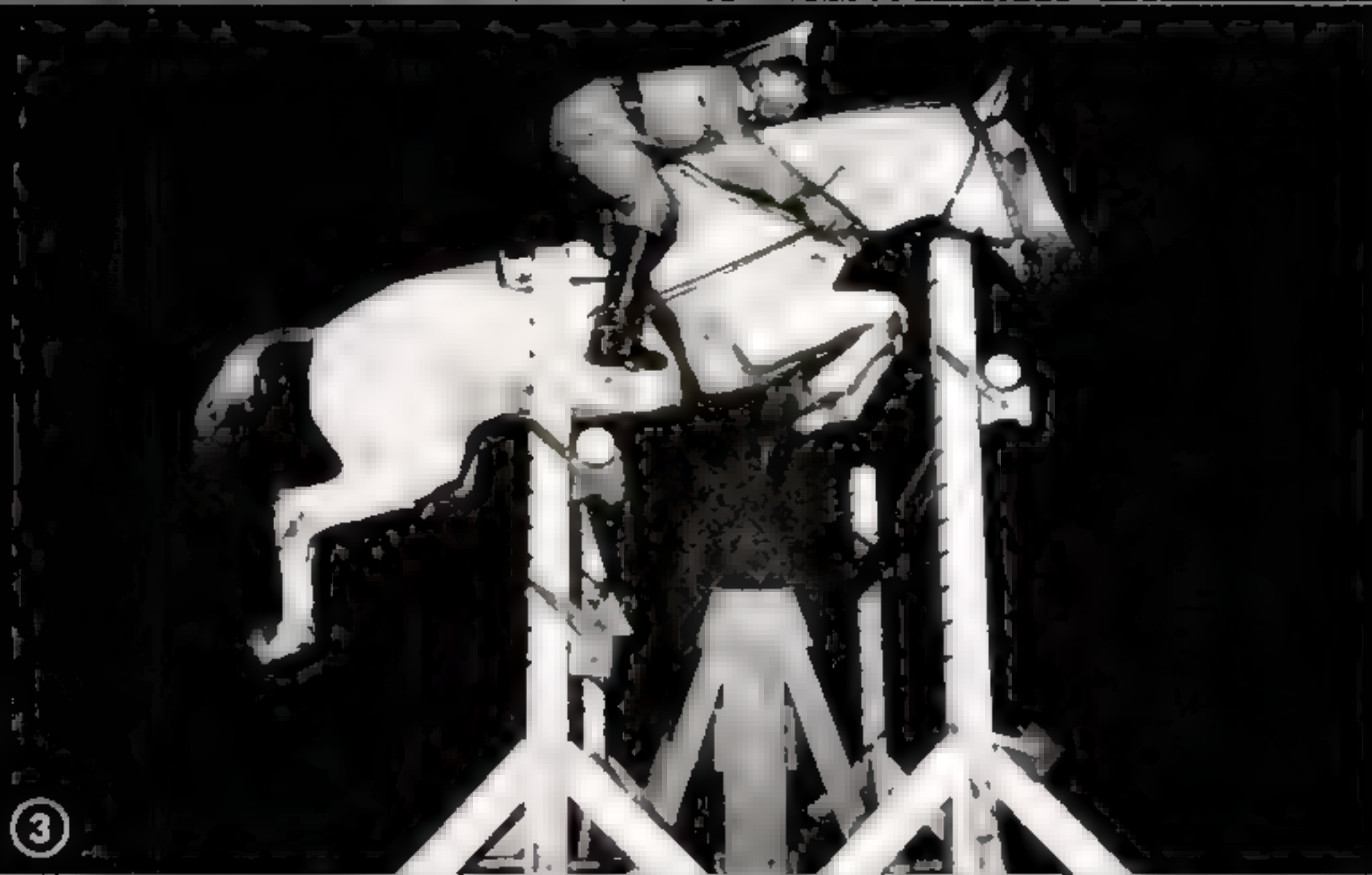
*and an
advantage to
remember*

GORDON'S HAS
THE ADVANTAGE
OF
LIQUEUR QUALITY
& HIGH PROOF
94.4

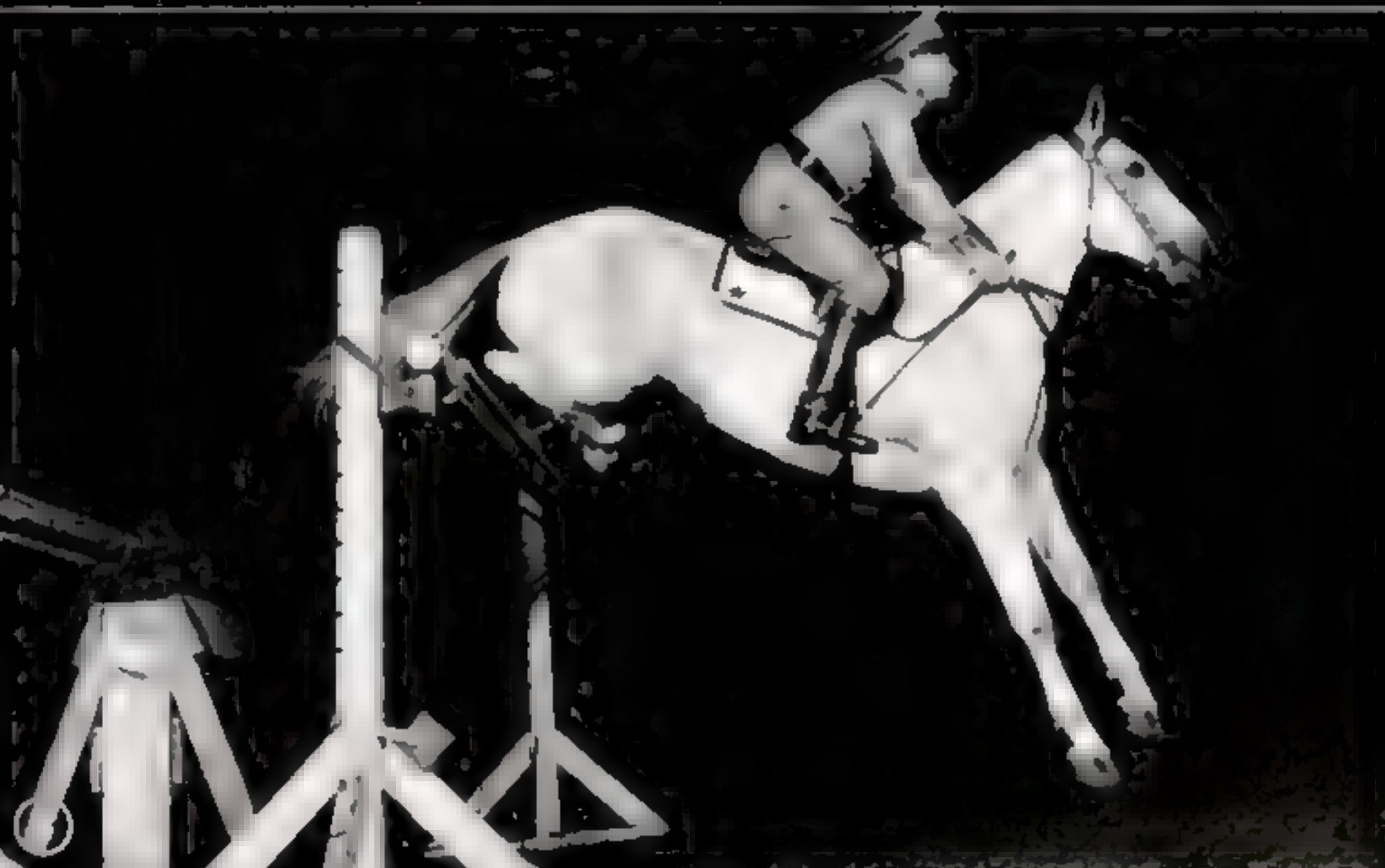
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Distilled from Grain

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IN MID-FLIGHT, RIDER LEANS FORWARD TO GIVE HORSE ITS HEAD. HORSE'S EARS POINT FORWARD IN ANXIETY



REAR LEGS SAFELY OVER SECOND BAR, BOTH HORSE & RIDER RELAX. CHINELLO WILL LAND ON RIGHT FORELEG

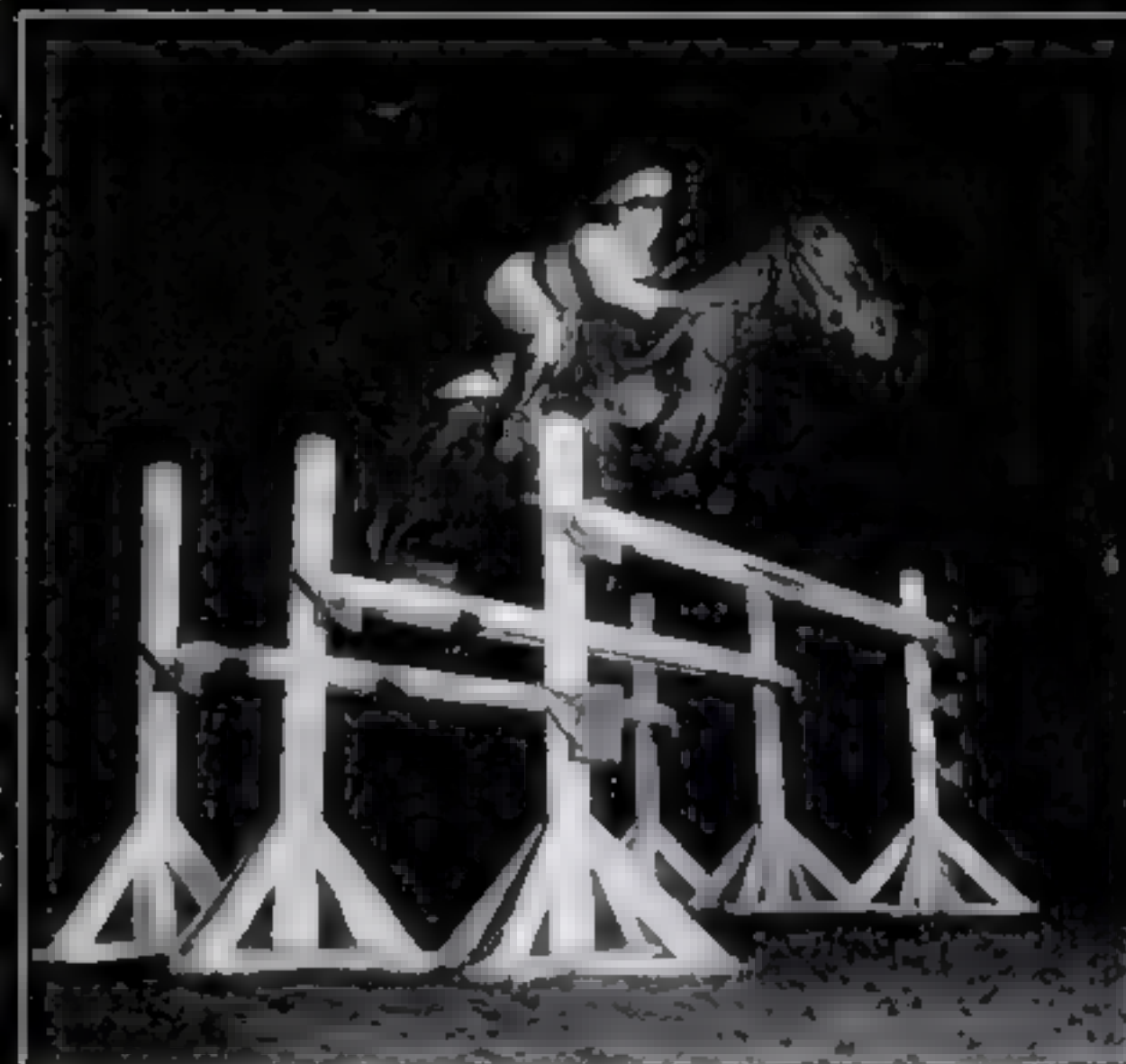


HORSE TAKES SHOCK OF LANDING IN PASTERNS. EYES APPEAR CLOSED BUT HORSE ACTUALLY WATCHES GROUND

CONTINUED ON NEXT PAGE



Mama Ines, 9-year-old brood mare, comes up a long triple-bar jump. The bars vary in height, starting at 3 ft., 6 in., rising to 4 ft., 8 in.

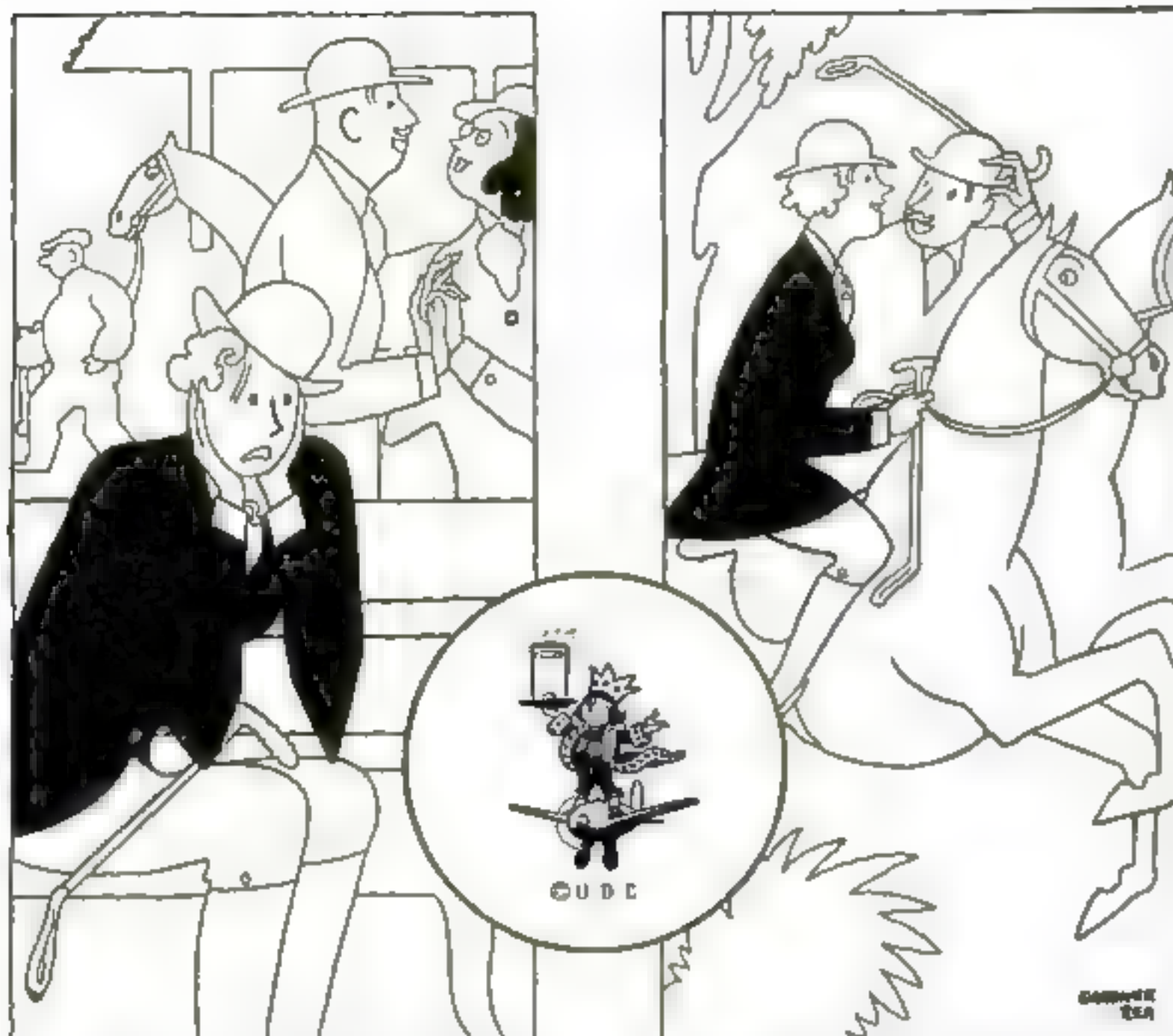


Mama Ines clears the first two bars, leans forward to get over the last bar. In the Garden, military horses receive fiercer jumps than the hunters.



Last bar cleared, Mama Ines races forelegs for landing. She will land about 6 ft. beyond last stand after jumping 15 ft. through the air.

CONTINUED ON PAGE 37



Nervous fatigue or headache got you down? • "Up" at your best the pleasant way

Quick Rex-Seltzer does the trick

REX-SELTZER affords quick relief from discomfort of muscular aches and pains that so often spoil your fun. It is an alkalinizing analgesic—a refreshing, sparkling, pleasant-tasting drink in tablet form which, dissolved in water, may be taken any time by any age. It is recommended, too, as prompt relief from acid stomach, heartburn and flatulence and headaches caused by over-indulgence, over-work, late hours and nervous strain.

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are in daily use by millions. It is sold to you on a money-back guarantee of satisfaction.

Ask for REX-SELTZER by name, today, in the economical packages—or get it at the soda fountain whenever you are headachy, acid or feel a cold coming on—at your convenient, neighborhood Rexall Drug Store wherever you see the Rexall name or this sign.



THEY SAY YOU NEVER HAVE TO LIFT THE IRON, IMAGINE THAT!

THAT'S HARD TO BELIEVE BUT IT SOUNDS GOOD TO ME. I WONDER HOW IT WORKS.

"Ironing without lifting is easy as pie!" says MRS. WM. T. WOOD, Chicago

NO LIFTING! NO TILTING! NO DRUDGERY!
 • This wonderful, speedy iron takes the tiring out of ironing with an ease and simplicity that leave you marvelling! Just a touch, that's all. And it lifts and lowers itself, ironing down if you want—completely relaxed! It's the easiest, fastest iron you've ever used. No fear of scorching, or danger of fire. The legs are insulated! Stop being an ironing drudge. Get a Proctor Never-Lift Iron for a lifetime of easier, faster, safer ironing. It's the only iron you never lift or tilt. See it wherever dependable appliances are sold.

You NEVER LIFT or TILT it!

PROCTOR NEVER-LIFT IRON

THE ONLY IRON WITH THREE DIFFERENT IRONING SPEEDS. If you like to iron fast, set your Proctor Never-Lift Iron that way! Three speeds—fast, medium, and slow. No other iron has this flexibility!

Other Proctor Irons \$5.95 up

PROCTOR ELECTRIC CO., 200 North Dearborn, Chicago, Ill. (In Canada, Proctor & Johnson, Ltd., Toronto, Ont.)



One shot lasts all winter!

When "Prestone" anti-freeze goes into your car . . . you can take winter as it comes. You won't have an anti-freeze worry in the world!

You're safe from freezing...boil-away...obnoxious fumes... rust . . . and foaming. There's no replacing. One shot lasts all winter!

"Prestone" anti-freeze is used in more cars than any other brand of winter protection. Made to an exclusive formula. Guaranteed in writing. See your dealer today!

There is no other anti-freeze that can do this for you.

"PRESTONE"

ANTI-FREEZE

"YOU'RE SAFE-AND YOU KNOW IT!"

YOUR CHRISTMAS PRESENT IS

A Book of four thousand big pages and a million words - and more than fifteen thousand pictures...



A Drama whose plot is by turns heroic and comic, tragic and exciting, strange and adventuresome...



A Story of action in which every incident is true and in which every character is a person in real life...



A Living Record of Science and Medicine and International Affairs and Sport and Movies and Modern Living...

A book of Color Reproductions of the world's great Art... and of the whole vast complex of beauty and work and laughter that is our America!



Your Christmas present is a Book of all these things... and perhaps you will want to preserve it carefully for future generations to pore over and to marvel at



Though it is one of the "best-sellers" of all time... no one in the world has ever read its final chapter!



It will come to you in fifty-two parts and...

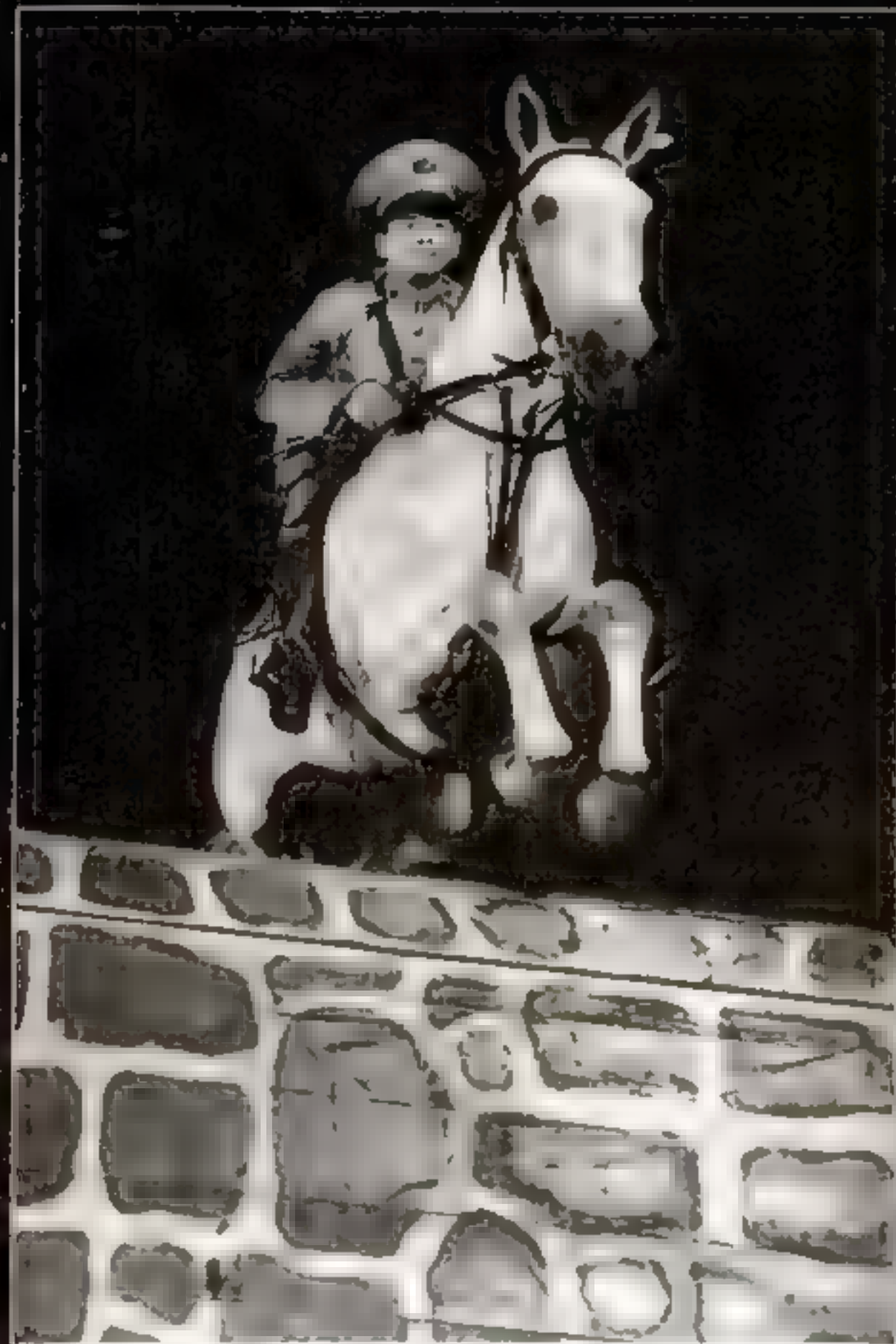
Hans Moller



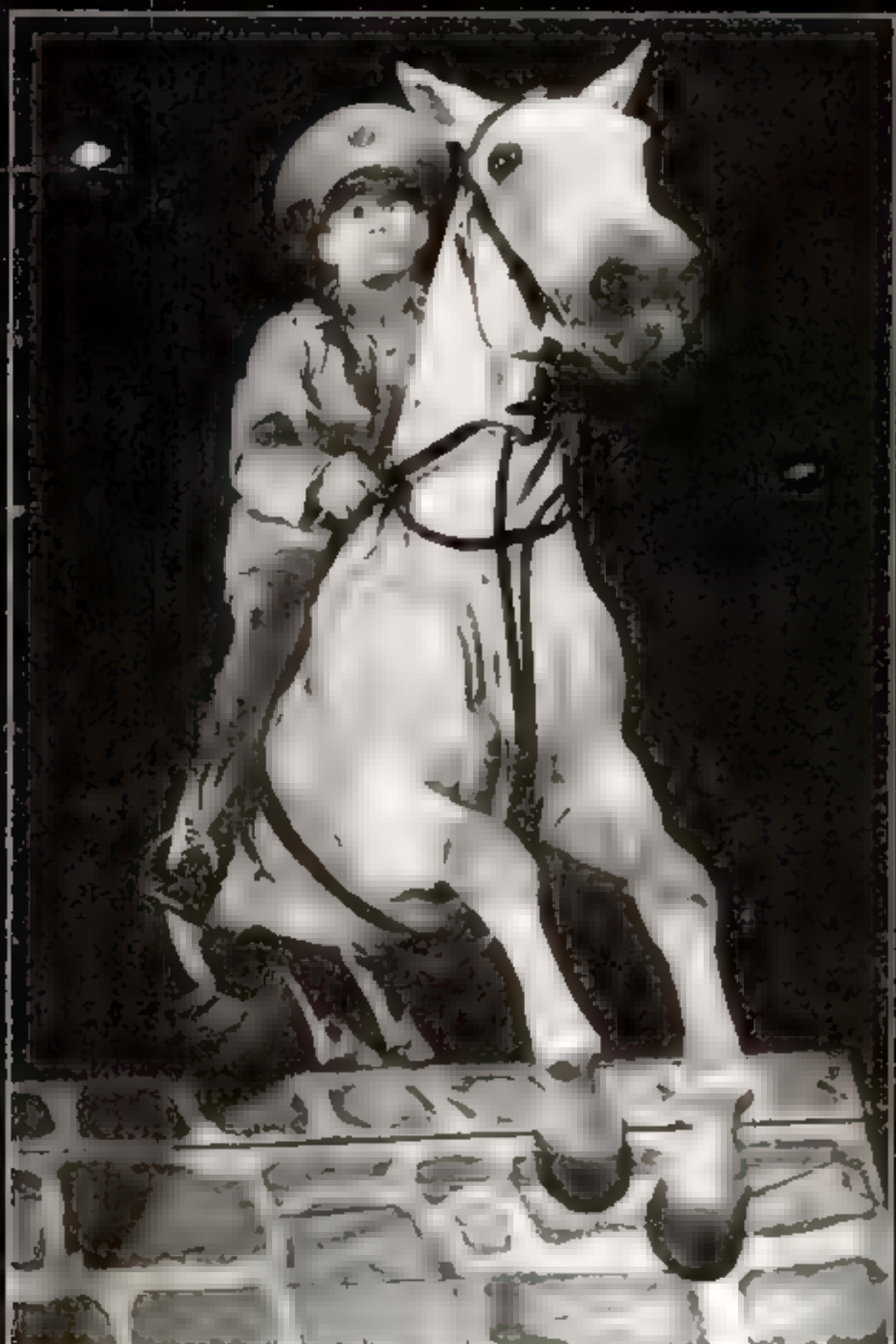
Your Christmas Gifts of LIFE will be announced to your friends this year with a special Christmas card, printed in four rich colors on fine paper, the inside pages of which are reproduced above.

On the order form bound into this copy of LIFE you may enter your Christmas list at LIFE's special pre-Christmas rate of **\$3.65 for a full year** if you mail it today. For that \$3.65 you will be giving your friends 365 history-making days captured between the covers of LIFE * * * Your own LIFE subscription may also be entered now at this same reduced rate.

LIFE



As Criollo takes jump, Lieutenant C. D. D. of Cuban Out-learn forward to help keep balance and to make sure reins will not pull horse's mouth.



As Criollo clears jump, the reins are completely relaxed. Notice how the horse swings hind legs sideways to avoid hitting the top of the stone wall.

FOR NEW THRILLS...COLOR...FUN
IN WESTERN ECONOMY TRAVEL

El Capitan

De luxe all-chair-car streamliner
to and from **California!**



Only 39 $\frac{3}{4}$ hours
between Chicago and Los Angeles

● The smooth-riding speed of this popular Santa Fe streamliner saves you days on your western trip...its low fare saves you dollars...and its gay informality fits naturally into any vacation picture!

● You'll like, too, El Capitan's restful beauty, modern conveniences, and air-conditioned comfort. Every one of its soft cushioned, reclining chairs is reserved...the cheery lounge is the center for jolly parties...the unique lunch counter-dining car serves delicious, economical Fred Harvey meals...and a trimly uniformed courier-nurse assists all passengers requiring her free and friendly service.

● El Capitan leaves Chicago and Los Angeles twice a week. Better make your reservations now—and ask about including San Diego and San Francisco in your California trip at no extra ticket cost.



● El Capitan's unique Fred Harvey lunch counter-diner.



● The beautiful lounge, with its modern cocktail bar.



● The Courier-Nurse assists El Capitan passengers.



● El Capitan's chairs recline for restful comfort.

\$39.50 plus 10¢ extra fare

is the one way fare on El Capitan between Chicago and California; round trip, \$65, plus \$10 extra fare.

The SCOUT

is another famous Santa Fe economy train, daily between Chicago, Kansas City and California, for chair car and tourist sleeper patrons. There is no extra fare.

This winter, California presents the Sun Festival, with over 300 colorful events.

T. B. Gallaher, Passenger Traffic Manager

1595 Railway Exchange, Chicago, Ill.

Send El Capitan Scout-Sun Festival booklets and fares

from _____

Name _____

Address _____

Life Goes

Atlanta hostess tells guests to dress up

By Europeans, Americans have long been regarded as a people shrewd in business and highly gifted in mechanical skills. Closer students of U. S. cultural patterns might also observe that American women are the world's most indefatigable and inventive hostesses. In Atlanta, Ga., on Nov. 3, Mrs. Lindsey Hopkins Jr., whose husband is a Miami Beach real estate owner, dreamed up a new kind of party—a "Family Is Away Party." To some two dozen Atlanta debutantes, Junior Leaguers, and young men about town, she sent invitations reading:

*The Family Is gone
To New York for a stay
And now is the time
For servants to play.*

*So come as a cook
Or tuffer or maid
The master isn't home
So don't be afraid.*

As there are few things which Americans do better than dressing up and accepting invitations, Mrs. Hopkins' bids were quickly gone with the wind. LIFE's Photographer John Phillips slipped on a white coat and showed up as a butler with a tray full of flash bulbs. He had a wonderful time.

Though the entertainment was simple, it was fun. And it was characteristic of thousands of other parties given by thousands of other hostesses throughout the land. This week LIFE and its Party Department are four years old. In those four years it is doubtful if anyone in the U. S.—Mrs. Roosevelt, Elsa Maxwell or Captain Alastair MacIntosh—has received invitations to more parties than LIFE.

LIFE has been invited to college houseparties, quaffing bees, military balls, cocktail suppers, fashion shows, football rallies, fraternity dances, terrapin egg hunts, flying parties, barbecues, and, of course,



At the back door, Mr. & Mrs. Lindsey Hopkins Jr., dressed as chef and house maid, receive their guests.

Arriving here are Freddy Watriss, kin to Brenda Frazier, and Mary L. Boers, as a French maid.

NEW VERSION OF AN OLD GAME IS "SPIN THE COCKTAIL SHAKER."



"Servants" dance to music of the "master's" phonograph. They have neglected to take up living-room carpet. Picture over mantel shows Hopkins' seven son, Lindsey III, who is trying to sleep upstairs.



to a Party

as servants and pretend the family is away

clan reunions, rodeos, blind-date parties, Indian festivals, high-school proms, snipe hunts, horse shows, loggers' carnivals, a brewers' convention, a dog wedding, a cockroach derby, a conscription party, a meeting of Negro Masons, a trolley-car party, a science-fiction fans' jamboree, a rail camera safari, a "Baby Bawl" and a "Bashful Boys' Brawl." LIFE has also been asked to attend a reception given for a cow in a New York department store and a dinner party given by a hermit with a Ph.D. from Grenoble, who lives on a sand dune in Massachusetts, eats off shells, cuts his meat with a razor clam, and washes his dishes in the sea.

Many of LIFE's invitations come from press agents. Many of the parties that LIFE has attended are freakish or spectacular. But the parties LIFE likes the best, because they mirror most effectively the social institutions, manners and mores of this nation, are parties, like Mrs. Hopkins' "Family Is-Away" Party, given by imaginative American wives in middle-class American homes. Costumes, decorations, refreshments and games are the raw materials from which parties are fashioned. The motives underlying New York's annual opulent Beaux Arts Ball are basically the same as those which time and again have prompted party givers to request their guests to dress up as servants, as children, as song titles, as animated cartoons, as they would look if an air-raid siren caught them, or as they might expect to look in Hell.

On its fourth birthday, therefore, LIFE presents to other U. S. hosts and hostesses the "Family-Is-Away" Party of Mr. and Mrs. Lindsey Hopkins Jr., shown on these pages. Decorations consisted simply of slip covers on the chairs, newspapers on wood surfaces. Costumes were easy to obtain and admirably adapted to sitting on the floor. Drinks included tomato juice, Coca-Cola and highballs. There was dancing. There was a magic show. But LIFE particularly commends the games of "Sniff" (right) and "Spin the Cocktail Shaker" (below). Kissing is generally good fun and costs nothing.



The great game of "Sniff" is relished by Emmelyn Carter and Bill Manry. The idea is to pass a piece of

tissue paper from nose to nose by sustained inhalation. If lips touch, that is incidental but within the rules.

SHAKER POINTS TO HELEN MCDUFFIE, BILL MANRY COLLECTS A KISS



Outside in the pantry, Emmelyn Carter and Graham Mitchell surreptitiously share themselves a hunk of ham. Menu provided by Hopkins included roast-beef hash, sweet potato cakes, salad, ice cream confections.



WINS NATION-WIDE APPLAUSE

Jests get coast-to-coast acclaim!
The great new tested relief for Acid Indigestion!

INTENDED ONLY A SHORT TIME AGO, Jests have been hailed with real enthusiasm! Thousands, who formerly used other methods, are now swinging over to this new tested way of getting fast, longer relief from acid indigestion, heartburn and similar discomforts caused by temporary excess stomach acid.

Jests are different . . . *very different!* Based on an entirely new formula, these remarkable little mint-flavored tablets reflect the latest scientific thought in the antacid field. Clinical tests have demonstrated convincingly that Jests offer definite advantages over many products used for the relief of gastric hyperacidity.

FAST RELIEF — LONGER RELIEF!

First, Jests bring *fast relief!* You feel better almost instantly . . . Second, Jests give you *longer relief!* That's because of a special added ingredient which, in effect, "sponges up" the excess acid as it forms in the stomach—thus helping to avoid a return of discomfort.

Jests contain no bicarbonate of soda or other raw alkali to over-alkalize the stomach. They are not constipating—not a laxative! And they will not form a habit!

SO CONVENIENT TO CARRY

Jests are so easy and pleasant to take. They are put up in handy little rolls which slip easily into your pocket or purse. Each roll is equipped with a special sanitary "Protector Top", which keeps the last tablet as clean and fresh as the first.

Keep Jests handy at home—in your medicine chest and on your night table. And carry Jests with you wherever you go . . . "jest" in case! Only 10¢ a roll, 2 rolls for 20¢. At all drug stores.



When you've **EATEN** unwisely



When you **DRINK** too much



When **SMOKING** distresses you



FREE . . . TRY JESTS AT OUR EXPENSE!

Jests, Inc. (Dept. L-3), P.O. Box 1, Times-Plaza Station, Brooklyn, N. Y.
 Please send me, free and postpaid, a generous trial package of Jests.

Name Street

City State

(Paste coupon on a penny post card)

Family-is-Away Party (continued)



Employer's idea of how servants behave while master and missus are away is enacted by Helen Randall, who sprawls on chaise longue, and Bill Manry, at the phone.



The milkman arrives, finds a "No milk today" sign on the back door and is quick and friendly as he goes on the party. Here he leads guests in a little night music.



Riffing the master's cabinet Bill Manry, as valet, pours himself a snoop of Scotch. Other "servants" decided he had hit on a good idea, crowded after him into pantry.



Guest of honor, Emmelyn Carter, first cousin of the hostess, airs her pretty feet in the dining room. Note the shrouded chandelier and newspapers covering the table.



At evening's end, Host Lindsey and Hostess Dot Hopkins retire to the pantry and talk over their party. Mrs. Hopkins is sitting on a garbage pail. Her feet ache.



figure your own car financing!

THE money-saving word is being passed around again. People everywhere are fast finding that *it's wise to figure the financing cost yourself...before you buy any car on time!*

This simple GMAC Figuring Chart gives all the details of time financing in *dollars and cents...* shows exactly what you get for what you pay. Shows you the low cost of financing...and the broad insurance protection you receive.

Every item is so clearly out-

lined that, in a few minutes, you can figure your own transaction —based on the amount of time you want and the amount you wish to pay monthly.

Then, if you *compare* one financing plan against the other, you'll quickly see that the "Open Book" General Motors Instalment Plan saves money and gives you *more* for your money!

If you're thinking of buying a car soon, send the coupon below and get your GMAC Figuring Chart first!

GENERAL MOTORS
 **"Open Book"**
Instalment PLAN

Available only through dealers in
CHEVROLET • PONTIAC • OLDSMOBILE
BUICK and CADILLAC cars



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SALESMAN
WILL CALL**

GENERAL MOTORS ACCEPTANCE CORPORATION
 1775 Broadway, New York **C 3**
Please send copy of the GMAC Figuring Chart for 1941 car checked below.

CHEVROLET ☐ **PONTIAC** ☐ **OLDSMOBILE**
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PICTURES TO THE EDITORS

FLYING SVENGALIS

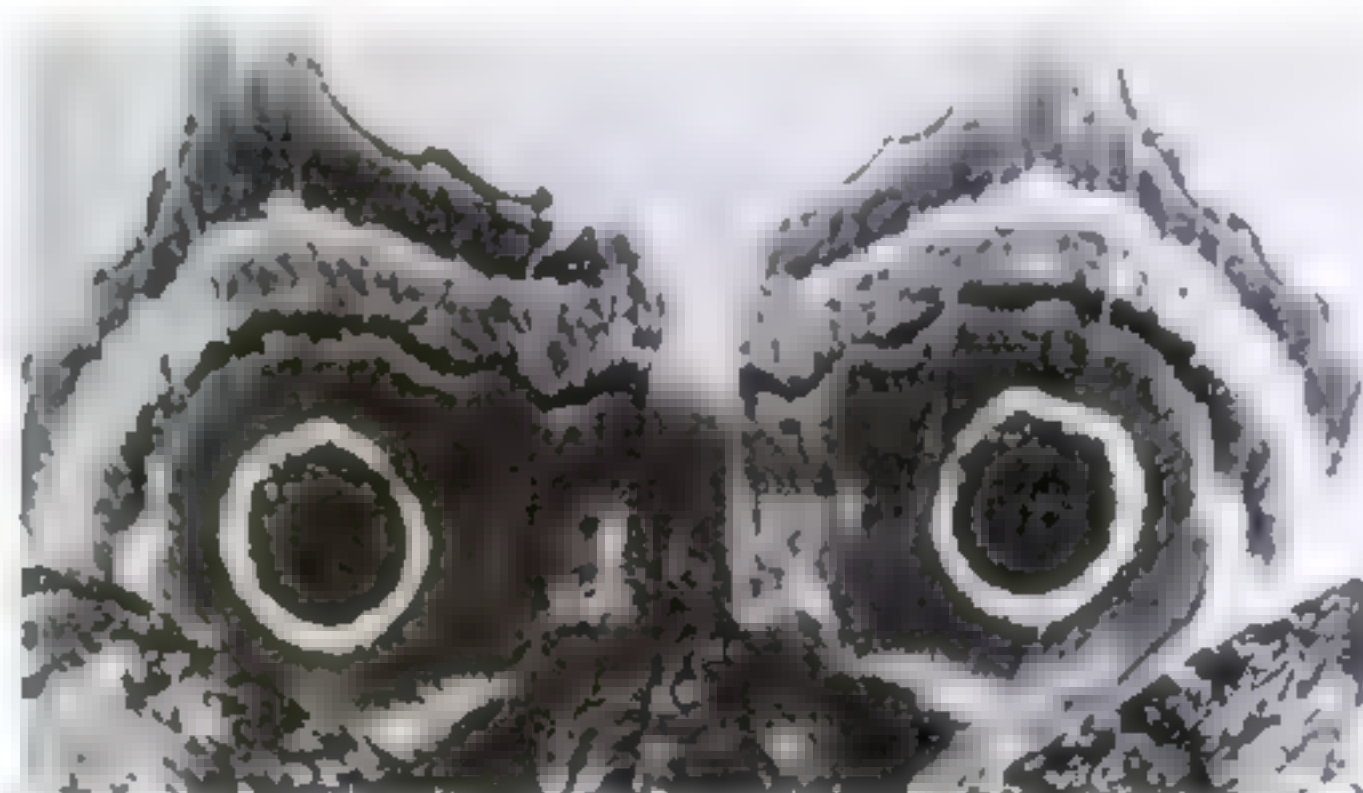
Sirs:

The interesting theory that moths and butterflies make use of their brilliant markings to intimidate or even hypnotize their enemies seems to be proven by these pictures. When the would-be devourer approaches the insect, he is

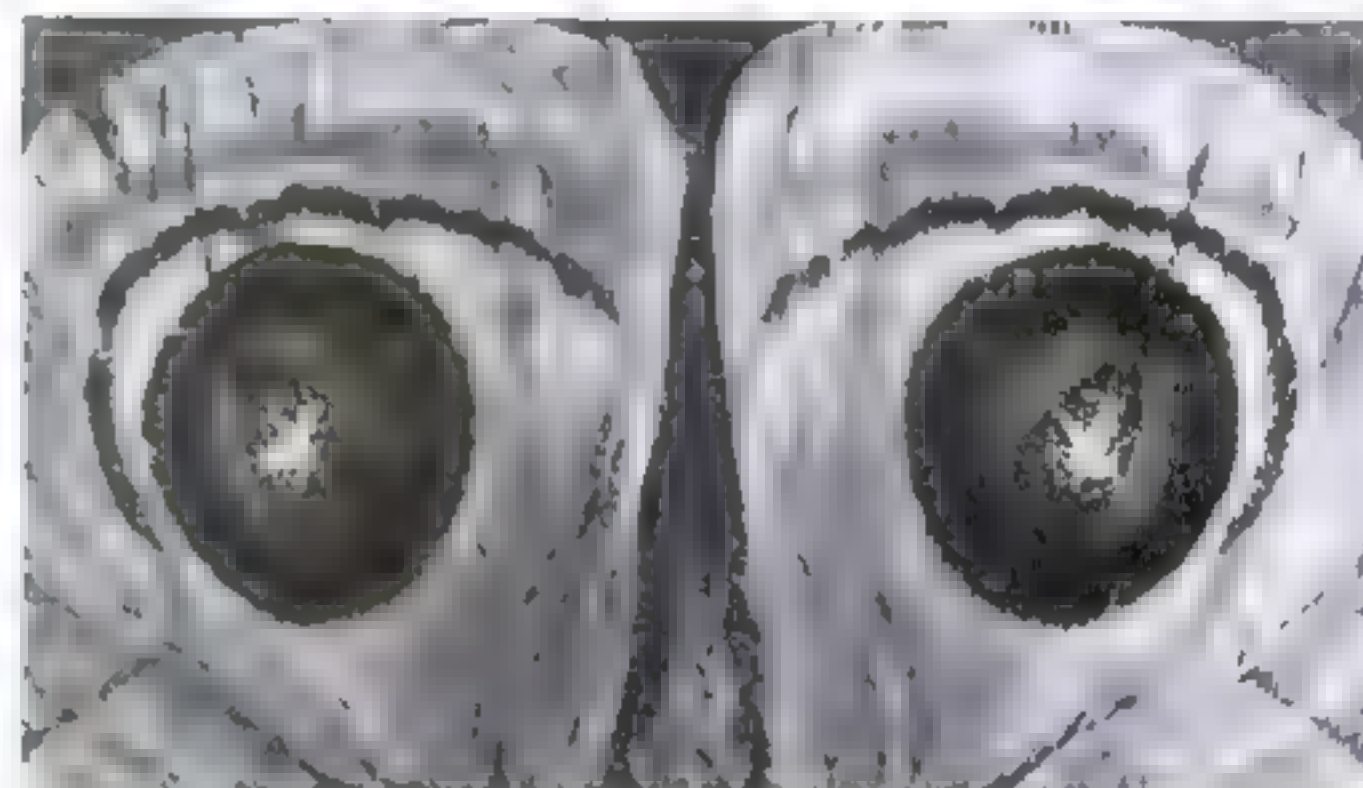
startled by a pair of sinister eyes which seem to stare at him. He draws back from this terrifying object, reconsidering. Having gained a moment's grace, the moth or butterfly can then fly away.

RENE W P LEONHARDT

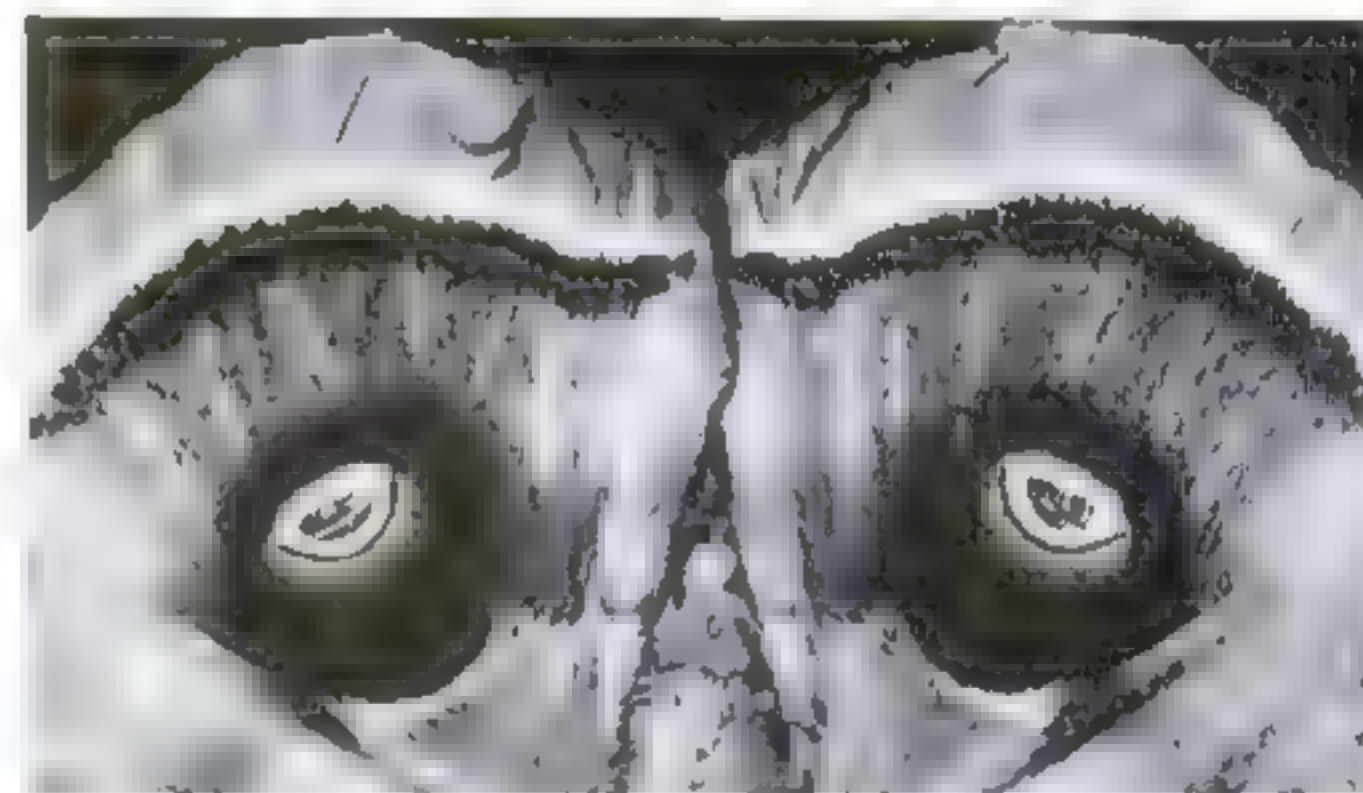
New York, N. Y.



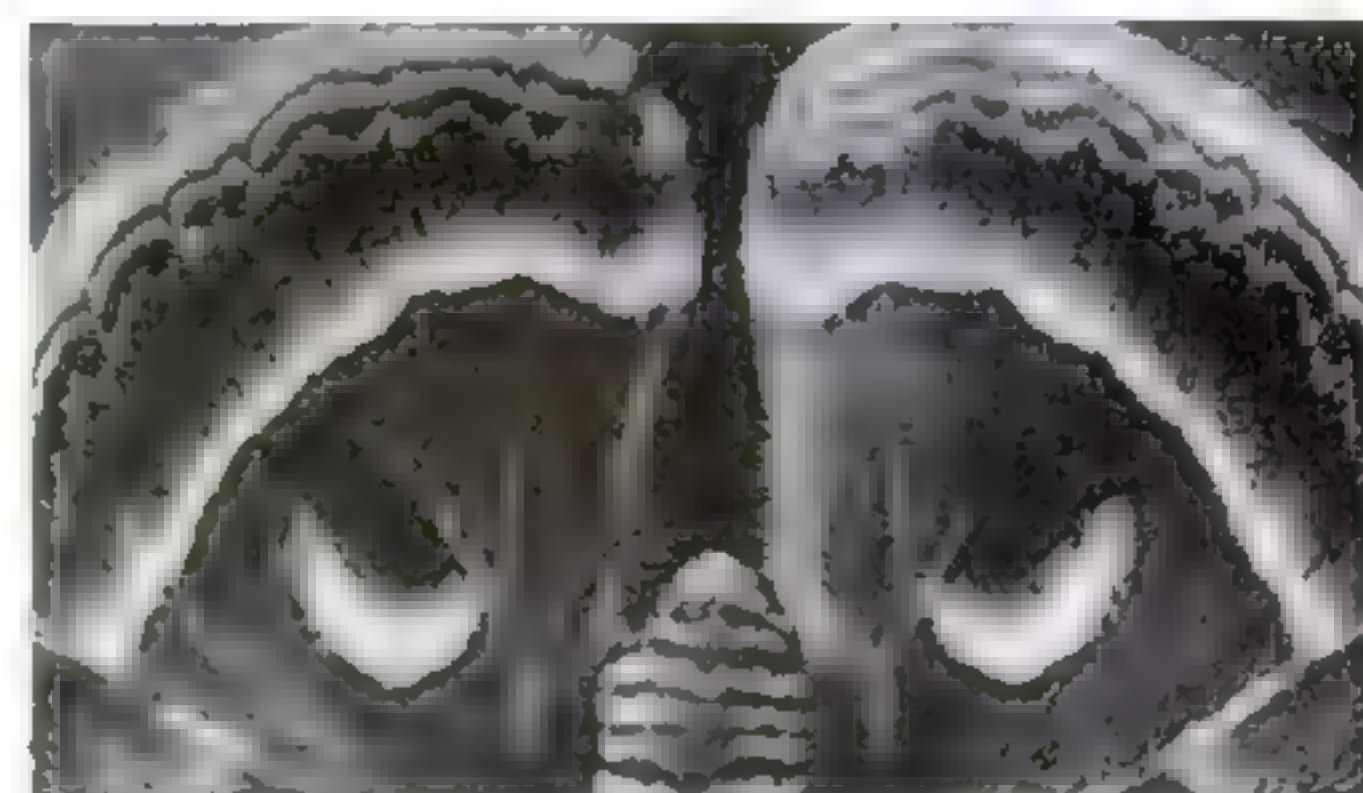
BLOODSHOT EYES STARE FROM WINGS OF AFRICAN NOCTURNAL PEACOCK MOTHS



THIS AFRICAN NIGHT-BUTTERFLY ASSUMES A DRACULIAN EXPRESSION



A NASTY DISSIPATED LOOK DISCOURAGES POLYPHEMUS MOTHS' ATTACKERS



NORTH AMERICA'S CECROPIA GLOWS UNDER LOWERED LIDS

ONE TASTE

TWO

THREE

SOUTHERN COMFORT

However you, or your guests, like your drinks cocktails, highballs, liqueurs—Southern Comfort is the most versatile liquor you may ever hope to find. Full 100 proof, with the robust body of a mellow whiskey and the smoothness of a rare brandy. Southern Comfort is truly delicious and entirely different.

The ideal gift for Christmas



OUR GIFT TO YOU

This most modern Hi-speed Electric Drink Mixer will be given absolutely free to the first 500 applicants who agree to give a SOUTHERN COMFORT Party in compliance with our simple requirements. Write for full details at once, giving the name of your Club or name and address of your liquor dealer.

This offer not valid in states where such premiums are contrary to law, and is limited to consumers who are not retailers, or officers, employees or representatives of trade buyers.

SOUTHERN COMFORT CORPORATION • 314 MARKET STREET • ST. LOUIS, MISSOURI



28 YEARS
AGO

... AND
TODAY



Sani-Flush was introduced 28 years ago to clean water closets. It is still the easiest and best known way to keep toilets sparkling clean and sanitary. Just sprinkle a little of this odorless compound in the bowl twice a week. Saves disagreeable work.

Sani-Flush removes rust, stains and incrustations. It even cleans the hidden trap. Cannot injure plumbing connected with the bowl. (Sani-Flush is also effective for cleaning out automobile radiators.) See directions on the can. Sold by grocery, drug, hardware and 5-and-10c stores. 10c and 25c sizes. The Hygienic Products Company, Canton, Ohio.

Sani-Flush

CLEANS TOILET BOWLS
WITHOUT SCOURING

**GLYCO-THYMOLINE FOR COLDS
AND SORE THROATS**

Gargle and spray frequently with this gentle, effective alkaline solution to help soothe and heal irritated nose and throat membranes. Glyco-Thymoline has long been used for helping to relieve the discomforts of common colds and ordinary sore throats. Get a bottle today. REMEMBER IT'S **GLYCO-THYMOLINE**



ASK YOUR THEATRE MANAGER
WHEN HE WILL SHOW
AMERICA'S TIMELIEST MOVIE

"THE RAMPARTS WE WATCH"
Produced by THE MARCH OF TIME

WITH "BAPTISM OF FIRE" SEQUENCES

Who said
good blades have to
be high-priced?

Marlin
HIGH-SPEED
BLADES

20
FOR
25¢

GUARANTEED BY THE MARLIN FIREARMS CO., NEW HAVEN, CONN.
SINGLE EDGE—15 FOR 25¢
FREE WEEK'S SUPPLY—SINGLE OR DOUBLE EDGE—WRITE TODAY!

PICTURES TO THE EDITORS

(continued)

TOUGH BOTTLE

Sirs:

The other day when he was painting a house in Los Angeles John Clark dropped a bottle. It was a milk bottle and fell 29 ft. onto the cement floor of a patio without breaking. He tried it again and again it failed to break. Here is John Clark (below) dropping, retrieving and holding his indestructible bottle.

JOE SNYDER

Brooklyn, N. Y.



General Electric Presents THE COMPLETE MUSICAL INSTRUMENT



Radio Receiver
Record Player
Home Recorder
ALL IN ONE!

(Model J-629)

GE Golden Tone
PLUS VALUE **RADIO**

The Hit Of The Radio Season!



New Camera-Type Carryabout Radio

MODEL JB-410—You can take it with you wherever you go. Designed to resemble a small camera. Light in weight—only eight and a quarter inches in length. Remarkable tone. Long life batteries. Case finished in simulated leather with dark maroon plastic trim.

LIST PRICE ONLY \$19.95 COMPLETE

(Slightly higher in West and South)

HERE'S FUN for everybody in the family! *Three-way fun!*

This new-type combination will play your favorite records. It will bring you your favorite broadcasts. And—in addition—it will enable you to make recordings right in your own home.

Think of making "snapshots in sound" of the voices of your friends! Or—of recording radio programs heard over the air on six, eight or ten-inch records!

Ask for a demonstration of this new musical instrument—Model J-629. The moment you hear one—you'll want one!

EASY TERMS—LIBERAL TRADE-IN ALLOWANCE



Glorious Tone—Brilliant Styling!

MODEL J-105—Beautifully styled walnut Console with inlays of Sapeli wood and Marqueterie Veneers. Dual Beam-a-scopes (no aerial—no ground) for finer domestic and international reception—Dual Dynapower Speakers—9 Feather-touch Tuning Keys and Frequency Modulation Key (for use with FM Translator.)

For Replacements Specify General Electric
Golden Tone Preferred Type Tubes.

GENERAL ELECTRIC

Copyrighted material



*Dramatize your
new fall clothes with
Revlon's new "vamp" shades*

**Pink Garter
Scarlet Slipper
Black Mask**

Your new fall clothes are knowingly simple, to focus attention on YOU. To live up to such exciting demands, you'll wear Revlon's new "Vamp" shades in Nail Enamel, Lipstick and Cheek Stick (exciting new cream rouge in stick form), with black, new taupes and green. Every precision-tested shade is unmistakably dramatic, yet subtle enough to please even a finicky husband. And you'll find the nail enamel is so long-wearing it does away with men's pet peeve: chipped polish. What's more, the blended perfection of fingertips, lips and cheeks gives you that effortless chic other women envy.

Pink Garter and Scarlet Slipper in Revlon Cream Nail Enamel, Pearl-Glow Enamel, Lipstick and Cheek Stick. Black Mask in Revlon Cream Nail Enamel only.

for your fingertips, lips and cheeks
"it's right because it's *Revlon*"

PICTURES TO THE EDITORS

(continued)

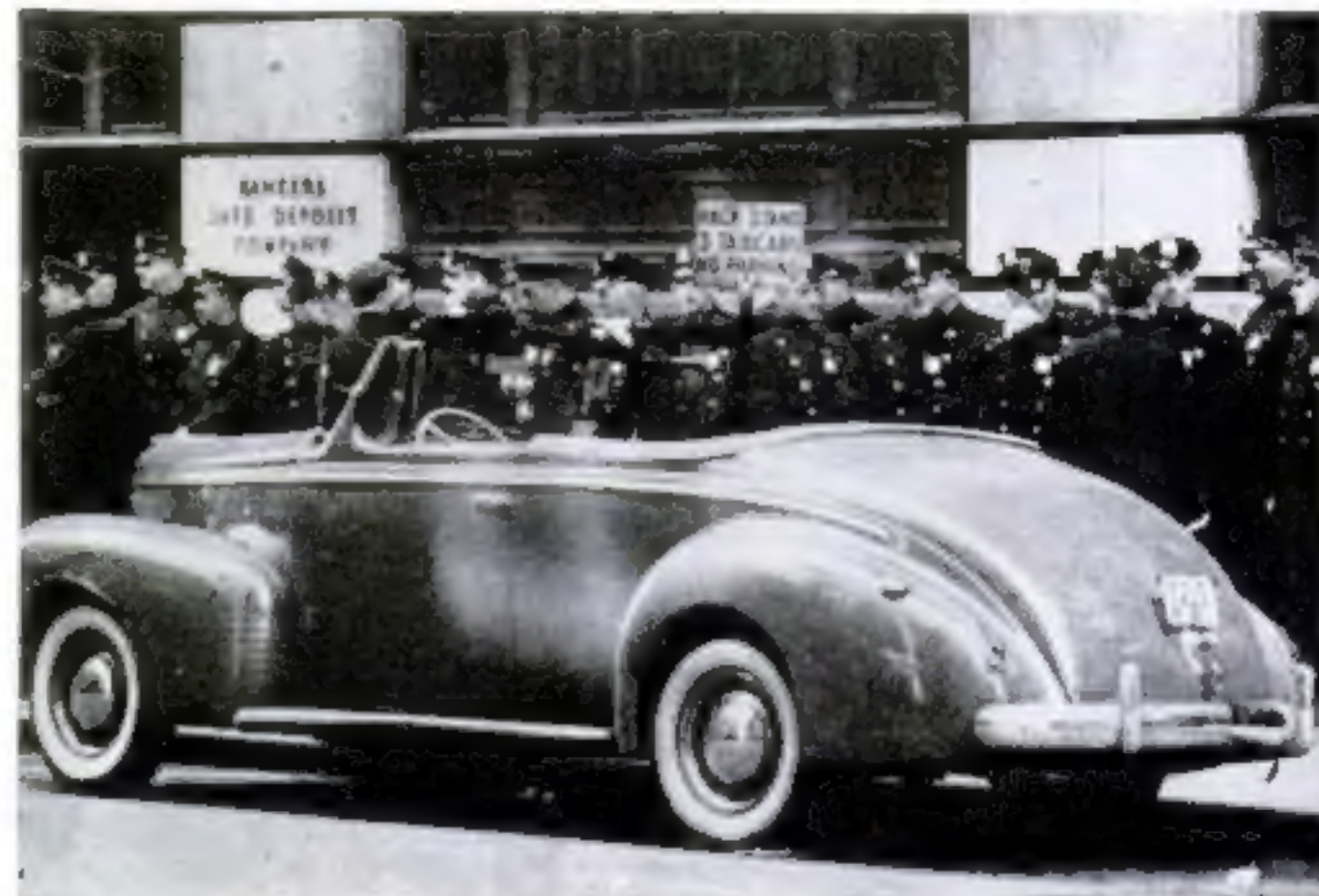
NICE COPS

Sirs:

Although some 500 policemen were congregated in the vicinity of this car for more than an hour, not one of them gave it a ticket. Perhaps none of them noticed the No Parking sign behind the car. Per-

haps they all thought there was a ticket on the other side. I like to think the owner of the car was standing on the other side of the street, not daring to come back. This picture was taken in New York City.

ROBERT DILL
Williamstown, Mass.



MORE JUXTAPOSITIONS

Sirs:

Mr. Lorant (LIFE, Sept. 23) was right when he admonished, "Don't take yourself too seriously. There's always an

animal that looks like you." In this case (below) the only difference between man and bear is that the bear is interviewing the back-seat driver.

EDWARD A. KALINSKI
New Orleans, La.



CHILLY SNAKE

Sirs:

This comfortable king snake, who answers to the name of Sweet Pea, did not enjoy Florida's last cold snap. We put a

hot-water bottle out on the sun porch for him, and now he naps around it every day. He's so spoiled we'll probably have to get him an ice bag next summer.

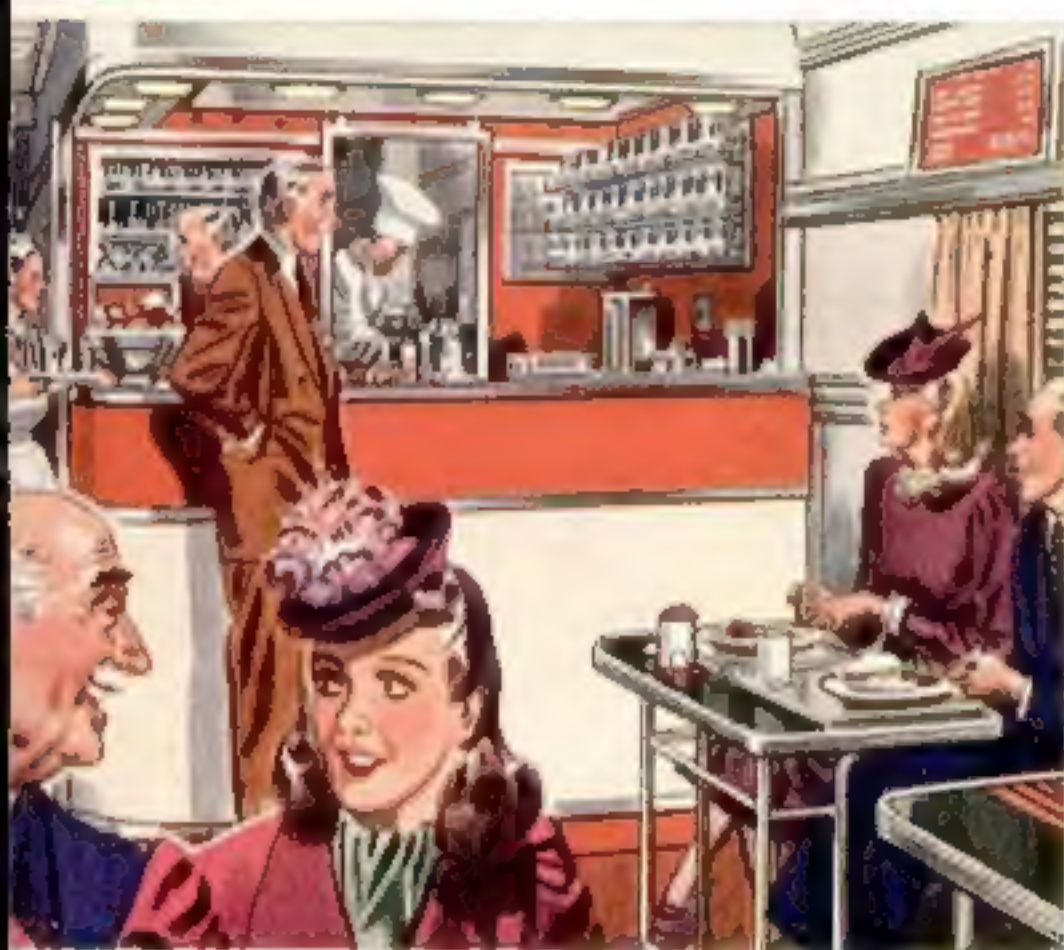
FAY E. SLINGERLAND JR.
Coral Gables, Fla.



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The Cars on the *New Haven*, with their modern air-conditioning plants, double windows sealed against dust, noise and heat, glare-free lighting systems, symbolize the new world of comfort streamlining has brought to low cost day-coach travel.



The Grill Cars—excitingly modern in decoration and embellished with Venetian blinds, red leather settees and photo-murals of New England scenes—provide a convivial atmosphere in which to enjoy a snack, a meal, or a tall, refreshing glass.

Opportunities for fun—recreation—and contacts with interesting people are never lacking . . . neither is the chance to rest. Because the supremely comfortable seats can be individually tilted to relaxing angles or swung around for groups.



The Greatest Fleet of Lightweight, Streamlined Chair Cars Owned by a Single Railroad

—THE NEW HAVEN

BUILT BY PULLMAN-STANDARD

THE WORLD'S LARGEST BUILDERS OF RAILROAD AND TRANSIT EQUIPMENT

A STIRRING chapter in the epic of modern transportation was dictated in 1934 when the progressive *New Haven Railroad* commissioned Pullman-Standard to build 50 streamlined chair cars. Generous in the number of accommodations they provided, it was believed their capacity would meet the newly-created need for this modern type of transportation.

But, from the day they took the rails, public demand for space on these cars began to grow. In 1936, the *New Haven* ordered a second group of 50 units from Pullman-Standard—later that same year another 55 including 5 cafeteria cars—and in 1938 the number was again swelled by the addition of 50 more.

Thus did this great fleet of 205 modern lightweight, streamlined units come into being within the short space of 6 years.

You have made Pullman-Standard streamliners gross the highest revenues

To those of you who have experienced the greatest thrill in present-day travel—the fun of taking a trip on a streamliner—the success typified in the case of the *New Haven* is perfectly logical.

For you know that, by turning even familiar trips into stimulating adventures, the strikingly beautiful cars Pullman-Standard is building for an ever-increasing number of railroads do more than provide a *means* of travel . . . they supply a *reason* for it. And, if you multiply your enthusiasm by that of millions of other modern travelers like yourself, you will understand how Pullman-Standard streamlined units have been able to establish their proud record of increasing traffic and revenues for railroads from coast to coast and from Canada to Mexico.

In recognition of this, the railroads have purchased over 70% of their new lightweight equipment from Pullman-Standard . . . the company which introduced lightweight and streamlining to America and established the standards of strength and safety by which all railroad passenger cars are measured regardless of the material employed.

In addition to railroad passenger cars, Pullman-Standard designs and manufactures freight, subway, elevated and street cars, trackless trolleys, air-conditioning systems, chilled tread car wheels and a complete line of car repair parts.

PULLMAN-STANDARD CAR MANUFACTURING COMPANY—CHICAGO

Copyright 1940, by Pullman-Standard Car Manufacturing Company

"Tops"
IN STREAMLINERS
ARE BUILT BY

Pullman-Standard

Copyrighted material

It pays to give
REAL SILK
 HOSIERY



PHOTO BY ROYNGEN-BUENE

*For girls, young or old,
 Or married or single,
 Nothing better than Realsilk
 To set hearts a-tingle.*

Trimming the family tree at Christmas is your job.
 Trimming the female leg, all year, is Realsilk's life's work.

For better than twenty consecutive Christmas seasons, gala boxes containing a few or many pairs of Realsilk stockings have meant to women the gift that is luxury, necessity and economy, all in one.

To a woman—and not only at Christmas—the Realsilk name means most in silk stockings. It means that exclusive snag-resistant Grenine twist. It means the perfect fit, due not only to an extra large size range (8 to 11), but also various footsize-legsize combinations.

It means true, new shades that keep their "just-

out-of-the-envelope" freshness after a multitude of launderings.

It means as well, the many exclusive features of extra-wear and extra beauty found only in Realsilk.

Who ever heard of a woman's owning too many pairs of stockings? So call your Realsilk Representative to get some—either in silk or nylon—for the Mother, Sweetheart, Daughter or Wife on your list.

Territories available for men and women of character. Write Dept. L, Real Silk Hosiery Mills, Inc., Indianapolis, Ind.

"...ready-wrapped...all set to go for Christmas...a Realsilk service."



from mill
 to millions



The Easiest Christmas Shopping in the World

Realsilk's complete gift service not only brings you the famous line of Realsilk hosiery for women and men, but dozens of other gift suggestions, too. Such desirables as matching gown-and-robe sets for women, matching robe-and-pajama sets for men, women's slack suits, house-

coats and slippers. Men's shirts, ties and pajamas. All wrapped for you, with your greeting inserted, and mailed where they are to go.

For this service, just phone the Real Silk Branch Sales Office in your city and ask that a Representative come to your home or office.

REGISTERED TRADE
 MARK OF REAL SILK HOSE MILLS, INC.